

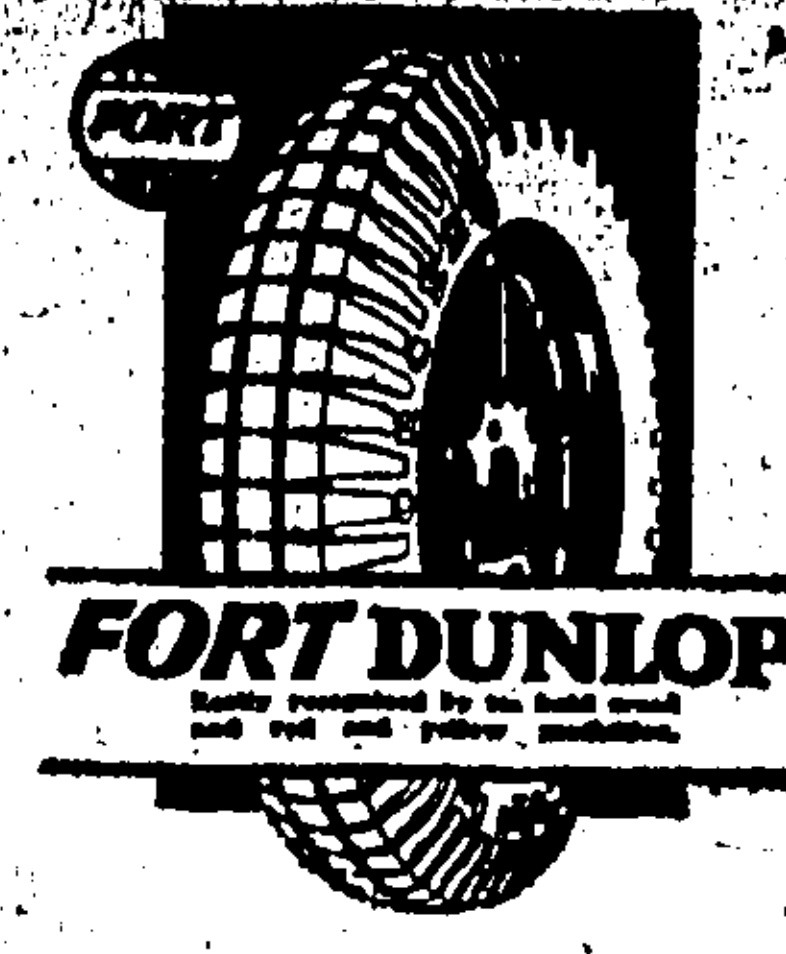


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**C. E. WARREN**  
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"Hongkong Telegraph"  
for The South China Morning Post, Ltd.,  
1 & 3, Wyndham Street, Hongkong.

# The Hongkong Telegraph.

FOUNDED 1861 六拜禮 號七月二英港香 SATURDAY, FEBRUARY 7, 1931. 日十二月二十 330 PER ANNUM SINGLE COPY 10 CENTS



LOCAL BRANCH. Padder Bldg.

## EX-M.P. & WIFE CHARGED WITH RAILWAY FRAUD.

### RESIGNATION NOW EXPLAINED.

### WIFE TRAVELS TO WALES WITH M.P. TICKET.

### SORRY POSITION.

London, Feb. 6.  
The resignation of Mr. T. I. Mardy Jones, the Labour M.P. for the Pontypridd Division of Glamorgan, was explained in a sensational manner this morning when the ex-M.P. and his wife appeared in the dock at Marylebone Police Court.

It is revealed that Mr. Mardy Jones was yesterday granted a Parliamentary sinecure (the stewardship of the Manor at Northstead) as a means of retiring gracefully from the House of Commons. It is evident now, of course, that Mr. Mardy Jones was, to all intents and purposes, to resign.

The charge against Mr. and Mrs. Mardy Jones concerned the privileges granted to Members of Parliament on British railways, and was one of misleading Parliamentary railway vouchers.

**Plead Guilty.**  
Both pleaded guilty.

It was revealed in evidence that Mrs. Mardy Jones, in December last, used tickets issued to her husband in November in exchange for free travel vouchers supplied to members of the House of Commons visiting their constituencies.

Though it was Mrs. Mardy Jones who travelled illegally, her husband was the more culpable.

**Defence Plea.**  
It was urged by the defence in mitigation that the Government was pressed at the time of the incident. Mr. Mardy Jones needed an important document at Pontypridd, but he was unable to find it, and sent his wife the tickets to enable her to secure the needed documents.

Counsel said that both Mr. and Mrs. Mardy Jones had borne exemplary characters. They won the Dunnington Fitch in 1924, a prize awarded to married couples who pass through an entire year without a single quarrel or a cross word.

**Both Fined.**  
Mr. Mardy Jones was fined £4 and his wife, £2.

The Magistrate expressed disgust at Mr. Mardy Jones's conduct and learning that he had only his Parliamentary salary ordered him to pay thirty guineas costs.

The principal defendant had been M.P. for Pontypridd since 1922 when he won the seat at a bye-election. He started work as a pit-boy at the age of twelve and subsequently became political agent to the Miners' Federation at Pontypridd. His majority at the constituency increased from 2,998 in 1923, to 3,876 in 1924, and 6,414 in 1929.

**Educated at Oxford.**  
He is the author of several books on local government work and rating reforms, and is a keen tennis player. Late in life he was educated at Ruskin College, Oxford. His wife was formerly Miss Margaret Mordecai of Cowbridge.—*Reuter.*

## EARLDOM FOR THE VICEROY-ELECT.

### FURTHER HONOUR FOR LORD WILLINGTON.

London, Feb. 6.  
His Majesty the King has approved that an Earldom of the United Kingdom be conferred upon Viscount Willington, G.C.S.I., G.C.M.G., G.C.I.E., G.B.E., the Viceroy-Elect of India.

He was Liberal M.P. for the Bodmin Division of Cornwall as Mr. Freeman-Thomas until 1910, when he was raised to the peerage. A Viscountcy was conferred upon him in 1924.—*Reuter.*

## OMINOUS SILENCE OF U.S. AIRMAN.



Mr. Brophy is second from the left.

### BROPHY MISSING.

### FORTY-EIGHT HOURS & NO WORD.

### FEAR FOR SAFETY.

For the second time, after taking-off from Shanghai on a flight to Manila via Canton, Mr. G. W. Brophy, of The L. E. Gale Company, is missing and, in view of the fact that nothing has been heard of him since he left Foochow at a quarter past nine on Thursday morning, very grave fears are being entertained for his safety.

He has been missing for over 48 hours and no information of any kind concerning him has been received.

There can be no doubt that the airman has descended or crashed somewhere along the coast and as one can, in the absence of news, only surmise what might have happened, bad weather immediately comes to mind.

It is also important to note that, so far as is known, Mr. Brophy was using a metal propeller which was bent in making a forced landing on a sandy beach near Foochow, and which was straightened for the continuance of the flight.

One time it appeared that the propeller could not be repaired satisfactorily but, close on the heels of this decision, came news that unexpected success had been achieved and that Mr. Brophy had decided to continue the flight.

The propeller is one of the most delicate and accurately made parts of an aeroplane, so much so that if a wooden propeller comes into contact with a bird when in flight, the chances are that the contact would be sufficient to smash it.

There is no information available in Hongkong as to what steps are being taken to locate the missing aviator, who was engaged on "blasting a trail" prior to the opening of a commercial air line between Shanghai and Manila, but it is expected that a search is now being made.

### A 3,500 MILES FLIGHT.

### AIR FORCE MACHINES OF TO BASRA.

London, Feb. 6.  
Three Royal Air Force Rangoon flying boats left Felixstowe to-day on the first stage of a 3,500 miles flight to Basra in Iraq, where they will relieve three Southampton flying boats attached to Squadron 203.

Each of the Rangoons is fitted with three Bristol Jupiter engines and the reliance placed upon them is such that a route involving large stretches of overland flying will be followed.

The longest land stretch is from Alexandretta, to Bagdad, where the flying boats will alight on the Tigris.—*British Wireless.*

### RUSSIA DOMINATES WHEAT MARKET.

### UNITED STATES UNABLE TO COMPETE.

Washington, Feb. 6.  
Mr. Legge, the Chairman of the Federal Farm Board, expresses the opinion that the Soviet is advancing towards a dominating position in the world wheat market.

He says the American farmer is unable to compete in the world market with Russian, Argentine or Australian wheat.

Mr. McKelvie, a member of the Board, said unquestionably Russia, with her unlimited virgin land, will be able to produce great quantities of wheat cheaply for many years.—*Reuter's American Service.*

### EUGENE CHEN IN SHANGHAI.

### MAY GET POSITION AT FOREIGN OFFICE.

### REFUSES TO TALK.

Shanghai, Feb. 6.  
The unexpected arrival here of Mr. Eugene Chen, ex-Nationalist Minister of Foreign Affairs at Canton and Hankow, has aroused considerable attention in foreign and Chinese circles. It is understood that Mr. Chen is leaving for Nanking shortly.

Reports that the Nanking Government will soon assign an important mission at the Ministry of Foreign Affairs to Mr. Chen have not yet been confirmed in official circles.

Mr. Chen refused to express any opinions on current politics in China when he was besieged at his residence by newspaper correspondents.

Since his severance with Chinese politics in September, 1927, Mr. Chen has resided in Europe, despite the fact that he was appointed by Nanking in 1925 and 1929 to serve as a member of

### DOLLAR DOWN TO ELEVENPENCE.

### New Low Record Reached To-day.

A new low record for the Hongkong dollar was established this morning, when the opening quotation was 11d. This drop of an eighth of a penny reflects a further fall in the price of silver, which has also reached a new low level.

The previous low record for the dollar was 11½d., recorded on January 9th and 10th last.

### THE KUOMINTANG CENTRAL EXECUTIVE COMMITTEE.

Shanghai, Feb. 7.  
Eugene Chen, who was Foreign Minister at Hankow in 1927, arrived here yesterday from Europe aboard the French Mail steamer Cheneceux, after three years' absence from China.

Mr. Chen was accompanied by Madame Chen, whom he married last July in Paris. Mrs. Chen is the daughter of Mr. Chang Ching-kiang, the veteran Kuomintang leader.

The Kuomintang News Agency says it is understood that Mr. Chen has returned to China after repeated invitations by the leaders of the Kuomintang.—*Reuter.*

### "SOFT-PEDALLING" IN AMERICA.

New York, Feb. 6.  
The unemployed in the United States are "conservatively estimated" at 7,000,000 by Miss Perkins, the New York State Industrial Commissioner.

The estimate is based on the same statistics as the Hoover Employment Committee's estimate of between 4,000,000 and 5,000,000.

Miss Perkins accuses the Government of "soft peddling" the situation since the beginning of the crisis.—*Reuter's American Service.*

### QUAKE DISASTER.

### REASSURING CABLE TO LONDON.

### RELIEF PROGRESS.

London, Feb. 6.  
"Although news from the earthquake stricken area continues to be of the gravest character," says the New Zealand Government in a telegram to-day to the High Commissioner in London, Sir Thomas Wilford, "order has been restored, proper organisation has been established and the relief arrangements are working splendidly at both Hastings and Napier."

Sailors from the warships are patrolling the streets of Hastings and Napier, and Government Ministers and departmental experts are in charge of sanitation, the demolition of buildings and other necessary services.

A plentiful supply of food is concentrated at the depots and is issued free. Temporary accommodation has been arranged. Traffic is controlled on the roads leading to the affected area to prevent the hampering of relief work.

**Medical Needs Satisfied.**  
All medical assistance necessary has been rendered promptly, and now the majority of the casualties have been removed to places outside the affected area.

In addition, many women, children and elderly people have been evacuated from Napier, where there was a breakdown in the water and sewerage systems.

At Hastings, water and drainage are normal. A train service was re-established as far as Hastings yesterday, and it is expected to be through the remaining twelve miles to Napier to-day. The number of deaths so far known is approximately 150, but it is expected that some bodies have yet to be recovered from the debris. The injured number twelve hundred.

### Estimating the Death Roll.

The official death roll at Hastings is given as between 120 and 130.

This will be exceeded at Napier, where 59, including ten unidentified persons, have already been buried.

The first remark of a boy rescued from the ruins of the technical school, after burial in the debris for two days, was "Give us a drink!" Then without further ado he set out to relieve his parents' anxiety.—*Reuter and British Wireless.*

### UNEMPLOYED NOW QUITE SEVEN MILLION.

New York, Feb. 6.  
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The estimate is based on the same statistics as the Hoover Employment Committee's estimate of between 4,000,000 and 5,000,000.

Miss Perkins accuses the Government of "soft peddling" the situation since the beginning of the crisis.—*Reuter's American Service.*

## BABY AUSTIN CREATES WORLD'S RECORD.

### CAPT. CAMPBELL'S ACHIEVEMENT.

### AVERAGES 93.926 M.P.H. AT DAYTONA BEACH.

### BOAST JUSTIFIED.

New York, Feb. 6.  
Captain Malcolm Campbell set a new world's record to-day, refusing to accept the defeat recorded yesterday when he sought to demonstrate that British cars—giants or midge—are the best in the world.

Driving a "Baby" Austin, Campbell made a new record for 45 cubic centimetre cars, reaching a speed of 94.061 miles an hour.

That was his first run. His second in the other direction was clocked at 93.994 miles an hour, only a fractional difference.

**Average of Nearly 94.**  
This was the average speed for a kilometre laid out within the measured mile. His average speed, which is officially accepted for the world record in its class is 93.926 miles an hour.

Captain Campbell, who yesterday drove his wonderful "Bluebird" car at 246,733 miles, afterwards stated that the weather was against him and that he felt certain of ability to beat his own figures.

### No Further Tests.

He announced to-day however, that he will make no further speed tests at Daytona.

If the new record is subsequently surpassed, Captain Campbell will hold the Bluebird in readiness to regain his title.

Among motoring and engineering experts, the skill and courage of the driver are enthusiastically praised.

Those familiar with the tests which the Bluebird underwent before leaving England are convinced that the car is capable if necessary, of even higher speed.

### Long Experience.

The achievement is regarded as demonstrating not only the high quality of the craftsmanship used in constructing the car, but the soundness of the design based on a long series of experiments with wind resistance.

Captain Campbell describes his sensations when hurtling through space at 360 feet a second as falling, only falling upward!

### An Adventurous Career.

Capt. Campbell, who has had an adventurous career, began motoring in 1905, and in those early days also constructed successful aeroplanes. He served in the Air Force during the war. He spent a fortune in peace-time on record-breaking attempts, and previously held the world's land record in 1923. Sir Henry Segrave's record of 231 miles an hour, established in the Irving special "Golden Arrow," exceeded the previous maximum land speed by 24 miles an hour, and an effort made in the Irving for two years failed to beat it.

Britons now hold all the world speed records for land, sea and air. The world's air record of 357 miles an hour was established by Squadron Leader Oriel, and the water speed official record of 90 miles an hour was set up by Sir Henry Segrave in his speed boat Miss England II last year.

Other records held by Britain include the motor-cycle, 160.74 miles an hour, held by J. Wright; and the outboard boat speed, 51.50, set up last autumn by Charles Harrison.—*Reuter and British Wireless.*

### PRINCESS BEATRICE OUT OF DANGER.

### NO FURTHER BULLETINS TO BE ISSUED.

London, Feb. 6.  
An official bulletin issued from Kensington Palace to-day states that Princess Beatrice is making slow but definite progress and there will be no further bulletins.—*Reuter.*

## Bulls and Inners

From the Office Butts.

According to a contemporary, If these naughty little Austin the Congress leaders in India have babies will continue to fall into asked for permission "for the harbour, we shall have to sug- branches of the lawn." Maybe gest that they do not go out with- sun shines.

In Italy, huge oil rushes have been discovered. Most of the spouting hitherto has been con- fined to Mussolini!

This habit of reminding Govern- ment servants of their years in the service in the Colony seems to be tantamount to the old welcome:— "Here's your hat, but you're not going yet, are you?"

We notice for sale a "violin you, sirs! Age before honesty." "You mean, Sterling before this time that it's all strung-up!"

During the holidays, a Manila school was burned down. The students, however, regret to learn at 10 a.m. was 62 degrees." There that there's no prospect of a building strike.

To-night Ewin hopes to hear his name pronounced "You Win!"

A Chinese who stole thirty cakes said he merely wanted to eat them. Takes a bit of swallowing.

"Swing High" has been shown on the silver screen this week. But "Keep Low" has been the rule, with the silver dollar.

[Speaking at the Hongkong Stock Exchange recently, Mr. been heard for some time from Moxon stated that "there were the Darling of the bi-metallists. some investors who thought that brokers must know beforehand how the stock market was going to act."

If we only knew this morning What to-morrow's price would be; We'd give our clients warning, How to bag some £.s.d.

The man who thinks he's in the know, To foolishness doth stoop; For soon he's sure to puff and blow, When struggling in the soup.

"Taking it on the chin" nowadays merely means another application of the powder-puff.

It was stated at the Stock Exchange celebration that brokers must bear and forbear. Strange- ly enough, there was nothing said about bull.

An electrical device has been invented which will, it is claimed, shock mosquitoes to death. Naturally, the mosquitoes re-volt dance at the idea. (Help!)

Another infamous saying:—"I won't repeat it to a soul."

The Government may have its critics, but it will soon bring people to their senses.

The only gleeful people we've encountered in Hongkong for some time are Mr. Branscombe and his singers.

A fashion writer says subdued tones are now the correct thing. Unhappily, the folk who sit behind us at the cinema don't seem to realise this.

Canton is introducing a special tax on silk handkerchiefs. This should make people pay through the nose.

You may talk about your Dawes plan, Young plan and Five-Year plan, but the most popular of all will soon be the installment plan.

Another infamous saying:—"I could go on like this forever."

Those loud means you hear are coming from depleted bank for nonpayment of rates. It's his move again.

It is estimated that if a girl typed a hundred words a minute for thirty minutes, the boss would be in the room all the time.

It may be merely a coincidence that shortly after local dog-eaters into Ceylon was defeated. Details had described the art of the bow of fares and times of sailing; to wow-ah, there is a crop of lost Caylon will be supplied by local shipping office.



May: I certainly had a good time while I was 21.

Martin: I suppose so. A person can have a lot of fun in eight years.

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## TO-DAY'S WANTS.

25 WORDS .....\$1.50.  
 (\$2.00 if Not Prepaid.)  
 The following replies have been received:—  
 687, 671, 678, 683, 686, 691, 695,  
 705, 709, 720, 722, 727, 729, 732,  
 734, 737, 738, 751.

## WANTED KNOWN.

CHIROPODIST (Corn remover). Fully qualified. 10 years experience in Europe. Appointments made at the Tester Beauty Parlour, Kowloon Building, Tel. 22103. (Ground Floor).

## SITUATIONS WANTED.

RESPONSIBLE APPOINTMENT desired with scope where fifteen years experience Accountancy, Administration, Management of value, Experience covers London and ten years Malaya Engineering and Contracting. Accustomed to control large native staff and labour generally. Thorough knowledge cost accounting, engineers' stores, selling side etc. Please address communications to Box No. 754, "Hongkong Telegraph," to be forwarded.

## HOUSES, ETC.

FOR SALE OR TO LET furnished four-roomed house at Cheung Chau. Electric Light. Large garden. Write Box No. 753, "Hongkong Telegraph."

## FOR SALE.

FOR SALE.—Pointer Pup, Bitch, seven weeks, well marked. Tel. 23312.

## APARTMENTS TO LET.

AIRLIE HOTEL.—23-25, Nathan Road, Kowloon. Under European Management. Excellent Cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57357.

## PREMISES TO LET.

TO LET.—House, Somerset Road, Kowloon Tong, five rooms, good garden near Bus Terminus, room for car. Moderate rent, can be seen by appointment Box No. 750, "Hongkong Telegraph."

## PREMISES TO LET.

TO LET.—Ground Floor of No. 8A, Des Voeux Road Central, at present in the occupation of the Netherlands India Commercial Bank, available from 1st April, 1931. Apply to David Sassoon & Co. Ltd.

## CONSIGNEES' NOTICE.

OCEAN STEAM SHIP CO., LTD.  
 AND  
 CHINA MUTUAL STEAM  
 Consignees per Company's Vessel.

"ANTENOR"  
 From UNITED KINGDOM via SINGAPORE.  
 are hereby notified that their cargo will be discharged into H's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at H's Wharf. The Cargo will be ready for delivery from Godown on and after 7th February, 1931.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period. No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 13th February 1931, will be subject to rent. All Claims against the Steamer must be presented to the undersigned on or before the 27th February 1931, or they will not be recognized. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
 Agents.  
 Hongkong, 7th February, 1931.

## THE ASIA COAL AND BRIQUETTING CO., LTD.

Manufacturers of Coal Briquettes under the registered trade name "GOKETS." Supplied in 3 different qualities:—

A quality known as "Steam Gokets" for steamers, railroads and other steam engines.  
 B quality known as "Furnace Gokets" for factories and kitchens.  
 C quality known as "Smokeless Gokets" for stoves or fireplaces without chimneys, particularly suitable for Chinese household.

A ton of "GOKETS" does the work of 1½ tons of ordinary lump coal—a great saving in dollars and cents.  
 RULING CASH RETAIL PRICES.  
 "Steam Gokets"—\$20 per ton ex the Company's godown in Hongkong or Kowloon.  
 "Furnace Gokets"—\$20 per ton ex the Company's godown in Hongkong or Kowloon.  
 "Smokeless Gokets"—\$18.50 per ton ex the Company's godown in Hongkong or Kowloon.

## Delivery charges for Household.

Hongkong:—  
 (1) Peak districts (above Bowen Road) ..... \$4.00 per ton.  
 (2) All roads above Calma Road and Bonham Road and below Bowen Road. .... \$3.50 " "  
 (3) Calma Road and Bonham Road. .... \$3.25 " "  
 (4) Pokfulam as far as Sansoon Road. .... \$3.50 " "  
 (5) Wanchoi and Causeway Bay (beyond City Hall). .... \$3.25 " "  
 (6) Low levels. .... \$2.50 " "  
 Kowloon:—  
 (1) All parts of Tsim Sa Tsui, Yau Ma Tei, Hung Hom, Kowloon City and Lai Chi Kok. .... \$1.00 " "  
 Lots of ¼ or ½ ton will be delivered at full rates.  
 Office:—China Building, 2nd floor. Telephone:—21335.

## CHURCH NOTICES.

## Local Services for To-morrow.

## SEXAGESIMA SUNDAY.

St. John's Cathedral, Hongkong 8th February, 1931. Sexagesima Sunday. Holy Communion 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Mattins and Sermon 11 a.m. Preacher: Rev. H. V. Koop. Evensong 6 p.m. Preacher: Rev. J. C. Waters, R.N.

Union Church, Kennedy Road. Sunday, 8th February, 1931. Morning Service, 11 a.m. Evening Service, 6 p.m. Preacher: Rev. E. G. Powell. Social Hour after Evening Service. Sunday Schools, Kennedy Road, 10 a.m. Talkoo 3 p.m.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road. Sunday Service, 11.15 a.m. Subject: "Spirit." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

St. Andrew's Church, Kowloon. 8th February, 1931. Sexagesima Sunday. 8.15 a.m. Holy Communion. 10 a.m. Primary Sunday School. Bible Class for Boys and Young Men; Young People's Service. 11 a.m. Morning Prayer and Sermon. Preacher: Rev. E. A. Armstrong. Subject: "God Manifested in Beauty." 2.45 p.m. Intermediate Sunday School. 6 p.m. Evening Prayer and Sermon. Preacher: The Vicar. Subject: "The Mystery of Evil."

## SALE

OF  
 Columbia Records  
 \$1.00 EACH.

## ASK FOR LIST

Anderson Music  
 Co., Ltd.

## EUROPEAN

WATCHMAKER, JEWELLER & ENGRAVER.  
 16, Nathan Road, Kowloon.

Sole and Repairing of Gold and Silver Goods. Any kind of Watches, Chronometers, Chronographs, Repetition, Speedometers, Typewriters and anything in the line of delicate mechanism. All orders executed promptly at moderate rates.  
 M. BOGDATSKY.

## NEW ADVERTISEMENTS.

## THE BANK OF EAST ASIA, LTD.

NOTICE is hereby given that the TWELFTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Registered Office of the Company No. 10, Des Voeux Road Central, at 3.00 p.m. Saturday, the 21st February, 1931, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1930. The Transfer Books of the Company will be closed from Saturday, 14th February, to Saturday, 21st February, 1931, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors.

KAN TONG PO,  
 Chief Manager.

Hongkong, 4th February, 1931.

## THE "STAR" FERRY CO., LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE THIRTYTHIRD ORDINARY YEARLY MEETING OF THIS COMPANY will be held at the Office of Messrs. Jardine, Matheson & Co. Ltd., on THURSDAY, the 12th February, 1931, at 12.30 p.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1930.

The Register of Shares of the Company will be CLOSED from Thursday, the 5th February, 1931, to Thursday, the 12th February, 1931, both days inclusive.

By order of the Board of Directors.

F. H. CRAPNELL,  
 Secretary.

Hongkong, 2nd February, 1931.

## CREDIT FONCIER D'EXTREME-ORIENT.

## Mortgage Bank &amp; Estate Agents.

"PEAK MANSIONS"  
 Prince Edward Road,  
 Kowloon.  
 Detached and Semi-detached villas. Modern construction with garage.

"Cambay Buildings"  
 Flats with modern conveniences

## THE HONG KONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

## Notice to Shareholders.

The ONE HUNDRED AND ELEVENTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, 1, Queen's Building, Victoria, Hongkong, on Thursday, 5th March, 1931, at 11 a.m. for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and Electing Directors and Auditors.

The Transfer Books of the Company will be CLOSED from Friday, 20th February, 1931, to Thursday, 5th March, 1931, both days inclusive, during which period NO transfer of shares can be registered.

By order of the Board of Directors.

JOHN ARNOLD,  
 Secretary.

Hongkong, 6th February, 1931.

## THE HONG KONG NATURALIST.

A Quarterly Illustrated journal principally for Hong Kong and South China.

Volume II, 1931.

edited by Dr. G. A. C. Herklots, The University, Hong Kong, and Major H. P. W. Hutson, D.S.O., O.B.E., M.C., R.E.

Subscription \$5.00 per annum, post free.

The first number of the second volume of the Hong Kong Naturalist will be published towards the end of February 1931. It will contain upwards of 80 pages including nearly 50 illustrations, 2 in colour.

Owing to the high cost of the coloured illustrations and to the increased size of the journal the edition is strictly limited. To avoid disappointment intending subscribers should send their subscriptions early to Dr. G. A. C. Herklots, The University, Hong Kong.

Volume I is sold out. Owing to the great demand for back numbers the Editors are prepared to purchase, at cost price if in good condition, any of the first four numbers that are no longer required.

## USED CARS

## FOR SALE

## FIAT 4 CYLINDER TOURING

6 Months Use Only .....\$1,675

## SINGER SALON

SIX CYLINDERS 1927

Mod-1 Just Duo Painted and Over-Hauled original cost \$1,750

ERSKINE "SIX" TOURER

1924 Model. New Tyres \$1,650

PEU-EOT 1925 Model .....\$1,450

## ESSEX ROADSTER LATE

1920 Model .....\$2,100

AUS'IN "7" S LOON (Metal)

1931 Model Practically brand New 2000 Mile; Complete with Sea Covers, Horns, Etc. \$2,550

## NEW FORD ROADSTER 1931

Model just over a month's use \$2,400

## INDIAN "SCOUT" MOTOR-CYCLE

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## HONGKONG TRAMWAYS LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY GENERAL MEETING OF HONGKONG TRAMWAYS LIMITED will be held at the offices of Messrs. Jardine, Matheson & Co. Ltd., Hongkong, on FRIDAY, the 27th day of February, 1931, at 12 o'clock noon, to transact the ordinary business of the Company.

AND NOTICE IS HEREBY ALSO GIVEN that the REGISTER OF MEMBERS OF the Company will be closed from FRIDAY, the 13th to FRIDAY, the 27th February, 1931, both days inclusive.

By Order of the Board,

W. F. SIMMONS,  
 Secretary.

Hongkong, 6th February, 1931.

## POST OFFICE NOTICE.

## RADIO NOTICES.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this. Letters and postcards for Europe and South America are forwarded via Siberia if so superscribed.

## INWARD MAILS.

From	Per	Due
Straits	Suwa Maru	February 7.
Shanghai and Swatow	Sinkiang	February 7.
Japan, Shanghai and Europe via Siberia (London, 14th January)	Kashima Maru	February 7.
Europe via Nagasaki (papers only, London 8th Jan. and parcels 1st January)	Antenor	February 7.
U.S.A., Honolulu, Japan, Shanghai (San Francisco 9th January) and *Europe via Siberia (London 13th January)	Pres. Fillmore	February 7.
Shanghai	Perim	February 8.
Shanghai and Amoy	Taiyuan	February 8.
Dairen and Amoy	Tjisalak	February 8.
Canada, U.S.A., Honolulu, Japan and Shanghai (Van B.C. 17th Jan.)	Emps. of Canada	February 8.
Manila	Pres. McKinley	February 8.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 10th January)	Pres. Jefferson	February 9.
Amoy and Swatow	Van Heutz	February 9.
Java and Manila	Tilleboot	February 11.
Australia and Manila	Change	February 13.
Europe via Suez (letters and papers, London 16th January and parcels 8th January)	Khyber	February 13.
Japan and Shanghai	Yasukuni Maru	February 20.

## OUTWARD MAILS.

For	Per	Date and Time
Haiphong	Canton	Sat., Feb. 7, 2.30 p.m.
Fort Bayard	Taipeisek	Sat., Feb. 7, 2.30 p.m.
Shanghai, Japan and Europe via Siberia	Suwa Maru	Sat., Feb. 7, 5 p.m.
Amoy and Japan	Takada	Sat., Feb. 7, 5 p.m.
Formosa	Sourabaya Maru	Sat., Feb. 7, 5 p.m.
Bangkok via Swatow	Hiran	Sat., Feb. 7, 5 p.m.
Manila	Pres. Fillmore	Sat., Feb. 7, 5 p.m.
Manila	Emps. of Canada	Sun., Feb. 8, 9 a.m.
Swatow, Amoy and Foochow	Hai Yang	Sun., Feb. 8, 9 a.m.
*Swatow, *Amoy and Formosa	Hozan Maru	Sun., Feb. 8, 9 a.m.
Bangkok via Swatow	Kaying	Mon., Feb. 9, 9.30 a.m.
Manila and parcels only for Germany via Hamburg	Sauerland	Mon., Feb. 9, 1.30 p.m.
Straits	Van Heutz	Mon., Feb. 9, 2.30 p.m.
Swatow	Hydrangea	Mon., Feb. 9, 3 p.m.
Japan, Honolulu, U.S.A., *Coral and *Central and South America and *Europe via San Francisco	Pres. McKinley	Mon., Feb. 9.
	Parcels	3 p.m.
	Registration	4.15 p.m.
	Letters	5 p.m.
	(Due San Francisco 4th March.)	
Shanghai and *Europe via Siberia	Pres. McKinley	Mon., Feb. 9.
	Registration	5 p.m.
	Letters	6 p.m.
	(Due Victoria B. C. 4th March.)	
Java via Batavia	Tjisalak	Tues., Feb. 10, 10.30 a.m.
Swatow, Amoy and Foochow	Haiching	Tues., Feb. 10, 1 p.m.
Swatow	Poo Shing	Tues., Feb. 10, 5 p.m.
Japan, Canada, U.S.A., *Coral and *South America and *Europe via Victoria B. C.	Hikawa Maru	Wed., Feb. 11.
	Registration	4.15 p.m.
	Letters	5 p.m.
	(Due Victoria B. C. 4th March.)	
Shanghai and *Europe via Siberia	Hikawa Maru	Wed., Feb. 11.
	Registration	5 p.m.
	Letters	6 p.m.
	(Due Victoria B. C. 4th March.)	
Sandakan	Mau Sang	Fri., Feb. 13, 10.30 a.m.
Swatow, Amoy and Foochow	Hai Ning	Fri., Feb. 13, 2 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles	Kashgar	Sat., Feb. 14.
	K.P.O.	
	Parcels	Feb. 13, 4.30 p.m.
	Registration	Feb. 14, 9 a.m.
	Letters	10 a.m.
	G.P.O.	
	Parcels	Feb. 13, 5 p.m.
	Registration	Feb. 14, 9.45 a.m.
	Letters	10.30 a.m.
	(Due Marseilles 14th March.)	
Straits and Calcutta	Yuen Sang	Sat., Feb. 14.
	Parcels	noon.
	Letters	1 p.m.
Manila, Australia and New Zealand via Thursday Island	Change	Mon., Feb. 16.
	Parcels	9 a.m.
	Registration	9.45 a.m.
	Letters	10.30 a.m.
	(Due Thursday Island 27th Feb.)	
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles	Patroclus	Mon., Feb. 16.
	K.P.O.	
	Registration	1 p.m.
	Letters	1 p.m.
	G.P.O.	
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 18th March.)	
Saigon, *Straits, Ceylon, India, Mauritius, East and South Africa, *Aden, *Egypt and *Europe via Marseilles. (Ship sails on Chinese New Year's Day, 17th February at 3 p.m.)	Porthos	Mon., Feb. 16.
	K.P.O.	
	Registration	4.30 p.m.
	Letters	4.30 p.m.
	G.P.O.	
	Registration	5 p.m.
	Letters	6 p.m.
	(Due Marseilles 20th February.)	
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Yasukuni Maru	Fri., Feb. 20.
	K.P.O.	
	Registration	20th 4.30 p.m.
	Letters	20th 4.30 p.m.
	G.P.O.	
	Registration	20th 5 p.m.
	Letters	20th 6 p.m.
	(Due Marseilles 19th March.)	

\*Superscribed Correspondence only.

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DAVID HOUSE, HONGKONG.



## KIPLING'S "IF" IN GERMAN.

## STORY OF A TRANSLATION.

"Well, I cannot place it, but it must be by Goethe."

This, according to a correspondent in the current number of the "Kipling Journal," is the invariable comment of a German after listening to a translation of Rudyard Kipling's "If."

The same correspondent tells an interesting story of how this poem was translated into German during the War. While lunching at a Viennese restaurant in February, 1915, he got into conversation with a stranger.

"Talk soon turned on to matters literary," he writes. "He had never 'If,' and was so struck with the thoughts of which I gave him a hasty sketch in clumsy German prose, that he begged me to give him in writing a literal translation of each line. I did so and an hour and a half later he presented me with the finished poem. The man was, and I believe still is, a steward on Prince Liechtenstein's estates."

This translation has frequently been reprinted in German-speaking countries with the result described above, and when listeners are asked why they attribute it to Goethe they reply, "The depth of thought chiefly leads me to suppose so and then the diction."



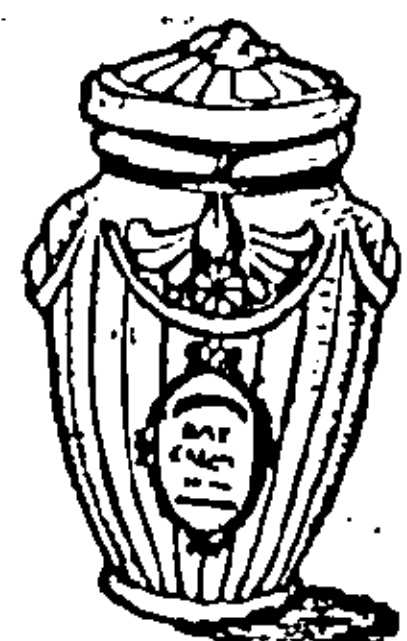


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Radiant  
Beauty

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lovely to look at, soft and  
smooth to the touch.

Made by Messrs. Dubarry (London) who are  
also makers of the famous "Creme Nivallier"  
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York Building, Next to Moutrie's.  
**ANNUAL SPRING SALE NOW ON.**  
20% Reduction on all Evening Gowns and Wraps.  
Also Afternoon Frocks.  
Jumper Suits, Hats including American and French  
Models, and all other goods Greatly reduced in order  
to make room for New Stocks.  
**Shop Early for Best Selections.**



THE FINEST  
SAFE GUARD CHECK  
WRITER EVER BUILT  
**DODWELL & CO., LTD.**  
Sole Agents.

# WOMEN'S WORLD

FOR OUR LADY READERS.

## WORRY & HEALTH.

[By a Hospital Matron.]

A certain degree of worrying  
inevitably attends the ordinary  
commercial and domestic life, but  
when the condition becomes mark-  
ed, perhaps changing the charac-  
ter, curative measures should be  
adopted.

While it is profoundly true that  
"troubles shared are troubles  
halved," yet to merely tell some  
patient to stop worrying is futile  
unless the requisite means of  
acquiring the desired freedom of  
mind are also indicated.

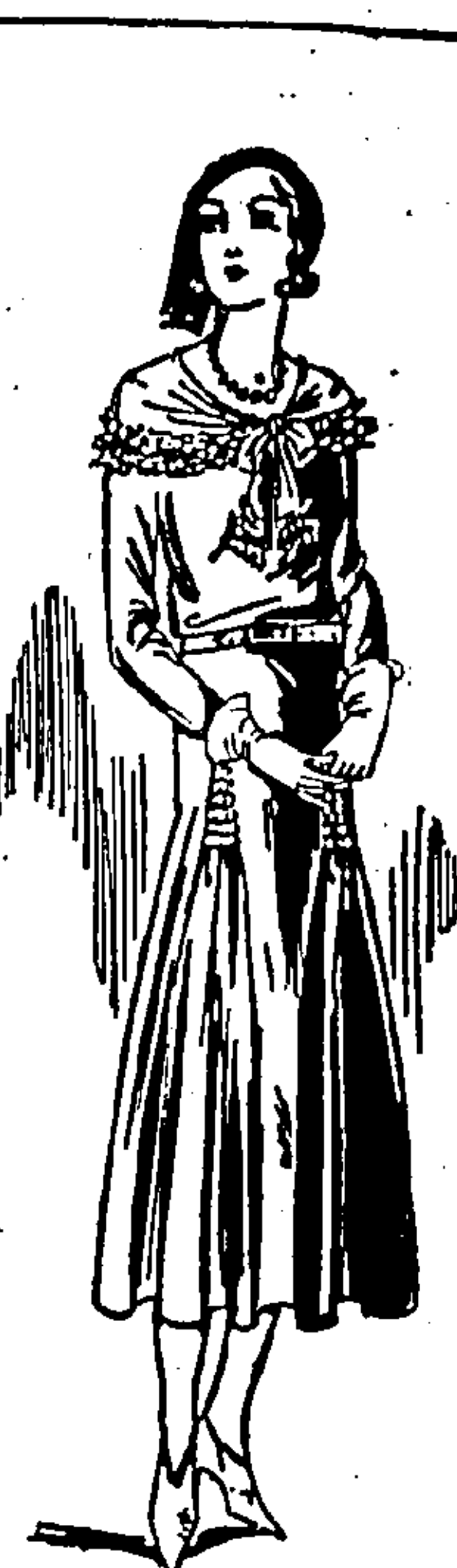
Worrying is one of the first  
symptoms of high blood pressure,  
especially when it supervenes in a  
hitherto placid temperament. Any  
person who exhibits real signs of  
high blood pressure will inevitably  
have a rigid, unyielding neck.  
This inflexible state of the cervical  
spine and tension of the neck  
muscles set up a vicious circle by  
intensifying the worrying which  
in its turn aggravates the local  
condition.

The glands of internal secretion  
have received much prominence of  
late years, and one of them is said  
to exercise a profound bodily in-  
fluence as regards fear and worry-  
ing. Yet it is primarily the  
nourishment supplied to these  
glands by the circulation which is  
at fault. If the blood stream is  
unhealthy, these wonderful glands  
cannot be expected to function  
properly. No one gland is ever  
the sole offender, but it may show  
the symptoms more conspicuously  
than do the others.

Disordered Nerves.

Many people declare that their  
nerves are out of order, that they  
go about each day in a state of

## Of Havana Brown.



A pretty finish is given to  
a simple frock in Havana  
brown fabric by a frilled  
sichu-collared of pale coffee-  
coloured nylon.

## SPORTS CLOTHES.

### Shoulder-Line Widened.

Some of the new sports clothes  
are quite thrilling; they are dis-  
ficult to describe, for the charm of  
them is a matter of perfection,  
every detail taking an inobtrusive  
and ineluctable place in a unified  
whole.

The shoulder-line has been  
widened, completely eliminating  
the slightly hollow-chested look  
which it has been the fashion to  
cultivate for the past few seasons,  
and the right things have been  
done with yokes and pockets, and  
the gorges of skirts, the placing of  
the waistline, and the fitting of  
the jacket above the waist.

Real Scotch woolsens, and  
checked cashmeres, are coming  
out for sports wear, and at the  
same moment the Paris dress-  
makers are showing these stuffs,  
properly thinned down for spring-  
time temperatures, made into  
sports clothes for the Riviera.

Blouse-jackets are amongst the  
smartest of wraps for winter  
sports clothes. Tunic jackets of  
leather, or fur, or super-warm  
woolens, pelum blouses in gay  
plaids and checks, are making a  
style success.

Box-pleated skirts, gored skirts,  
and skirts with comfortable full-  
ness let in below the hipline, are  
made in suede-like woolens, in  
new tweeds, and in winter  
cheviots.

Coats are of every length, both  
for day and evening, but long  
coats will stand out as the most  
distinctive for daylight and lamp-  
light.

Capes and coats give a most  
flattering line to the tight waist,  
which, being high at present, is  
found immediately below their  
loose hanging edge.

## Very Demure.



Specially designed for the  
debutante in the demure dance  
dress in oatmeal-coloured  
satin beauty. Noteworthy  
features are the softly draped  
sichu, the gauged hip-yoke  
from which falls a narrow  
doubled frill, and the ruching  
at the hem.

## A Quaint Touch.



There is a quaint and  
appealing air about this new  
model in dull red marocain.  
The bodice yoke is cut in one  
with the centre panel, which  
is ornamented with buttons  
and forms part of the flared  
frill that heads the fluting  
skirt. A collar of pale shell  
pink georgette and a bow of  
velvet to match the dress pro-  
vide the finishing touches.

chronic fear, and consequently  
cannot deliver themselves from an  
incessant brooding over harassing  
matters. Here again it is the  
same story. The nervous system  
will improve when the blood  
stream gets into a healthy state.  
The majority of folks who worry  
unduly set great store on the con-  
sumption of tea, coffee, tobacco,  
and perhaps alcohol. These are  
all stimulants and are not for the  
possessor of a worry complex with  
his weakened nervous system.  
There is absolute proof that they  
are merely temporary stimulants  
in the fact that their absence is  
resented by the nerves for a few  
days, and then a real and rapid  
improvement ensues. It is useless  
to advise such people to use  
stimulants in moderation; for  
them moderation is immolation.  
Since the cure must come from  
within, the worrier must get back  
to the natural foods and especially  
cut down the consumption of  
meat. Many patients find that  
they lose all desire for flesh foods  
after a few weeks' abstention from  
meat, but many high-strung folk  
discover that two meat meals in  
the week are a nervous tonic.

In all these cases, the neck must  
be loosened, and then kept flexible  
while the blood is being "cleared  
up" by means of a dietary in which  
fruits, vegetables, and wholemeal  
starches are prominent. Per-  
severance with suitable rotatory  
and stretching exercises will work  
wonders. A cold compress  
applied regularly and nightly to  
the neck and waist will help to  
loosen the cervical spine, and to  
induce refreshing sleep which is  
a great adjunct in the cure.

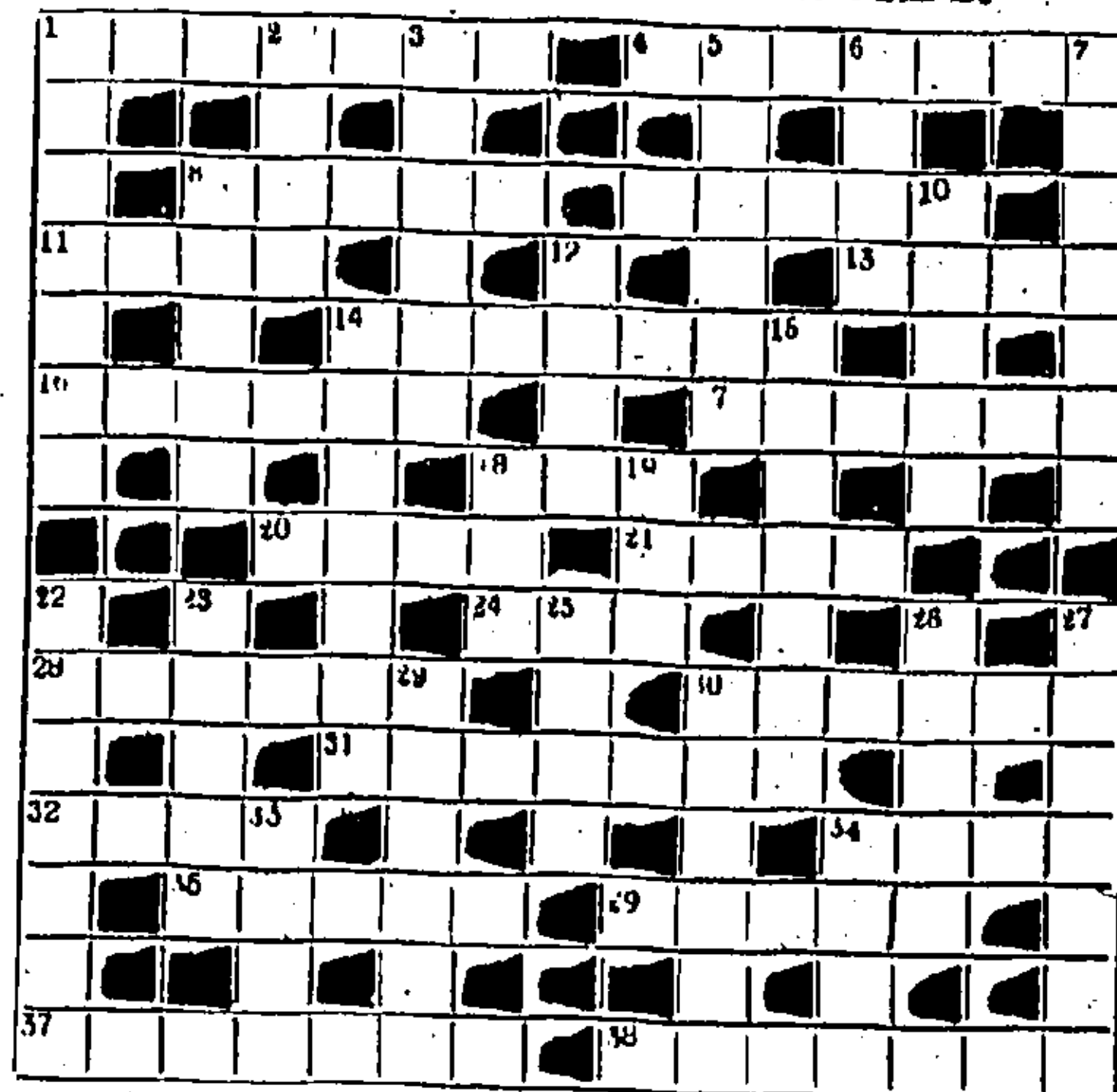
There is nothing more mar-  
vellous in the whole realm of  
medicine than the return of cheer-  
fulness and deliverance from  
harassing thoughts, accompanied  
by a renewed zest for work, as the  
nervous system improves when the  
blood stream becomes pure and the  
neck supple.

# STICKLERS



Yesterday's Solution.  
In order to profit 12 cents, by selling apples at 6 for 5 cents,  
that cost him 3 for 2 cents, Johnny must have bought and sold  
72 apples.

## OUR BRITISH CROSSWORDS.



### Across

- 1 Errand boy to the gods.
- 4 The tail of this bird would  
appear to be far more suitable  
for a pig.
- 8 "Put not your — in money,  
but put your money in —."
- 9 Autocrat of the Breakfast Table.
- 10 An entrance made from stone.
- 11 Spikenard.
- 13 This may take a penny, or a  
tanner, or a bob.
- 14 Give this untidy woman a  
negligible tail, and bring to light  
a tale-teller.
- 16 Hire.
- 17 May be a Scot, an oyster, or a  
Maori.
- 18 Ran out of currants.
- 20 Here "three united include" a  
South American city.
- 21 These frequently go with odds.
- 24 This key unlocks no doors.
- 28 Obliviously.
- 30 Burns.
- 31 One of the greatest actors who  
ever lived.
- 32 Think of a number. Now think  
of the motionless part of it.  
That's all.
- 34 Here a spice gives the highest  
point.
- 35 The tail of this fish is not at all  
well.
- 36 Get on! Get on! This is the  
last place you ought to —.
- 37 Tools common to Thor and Vul-  
can.
- 38 Tools that would appear to be  
suitable for sharps.

### Down

- 1 Be less polite than the Cockney  
who, putting himself last, said,  
"er and me."
- 2 Take it in accordingly.
- 3 This consists of beads.
- 6 Sounds like advice to a happy  
dog, but it's too heavy for him  
to draw.
- 6 One of the anagrams of 13  
across.
- 7 He's no good—though he was at  
first.

- 8 A figure of speech.
- 10 This laughter is mischievous.
- 12 An excuse that gives a certain  
amount of pleasure.
- 14 Many people go this in their car.
- 16 It is rather remarkable that  
there should be only one weed  
in this field.
- 18 Useful when you get a line on  
it—to use an Americanism.
- 19 This river runs into the Wash  
— and back again.
- 22 Take a letter from this sticky  
liquid, and it will disappear.
- 23 Upright, but—er—forgot his  
tools.
- 25 "Of love, that says not mine and  
thine, But — for — is thine  
and mine."—Longfellow.
- 26 Don't watch this if you want to  
get on.
- 27 Values highly.
- 29 At first all Owen would say was  
that at the least all or ache  
Queenie would quit (hidden).
- 30 The only thing that this word  
really describes is whisky.
- 33 When beheaded this margin has  
the same meaning as when left  
alone.
- 34 Good things to hold in most  
places.

### Yesterday's Solution.

SANCTUARY CAPRI  
AUBREGE EARLDOM  
CUBMACEEFAE  
ELLATRADEANON  
FEALFESTB  
ASSIGNS DOWNS  
RUSINAI FLIGHTY  
WONYNCONA  
OBANEDICTABUT  
REMYIUKIEB  
TAFETA SMITTEN  
HUNNLABS  
YIELD ARISTOTLE

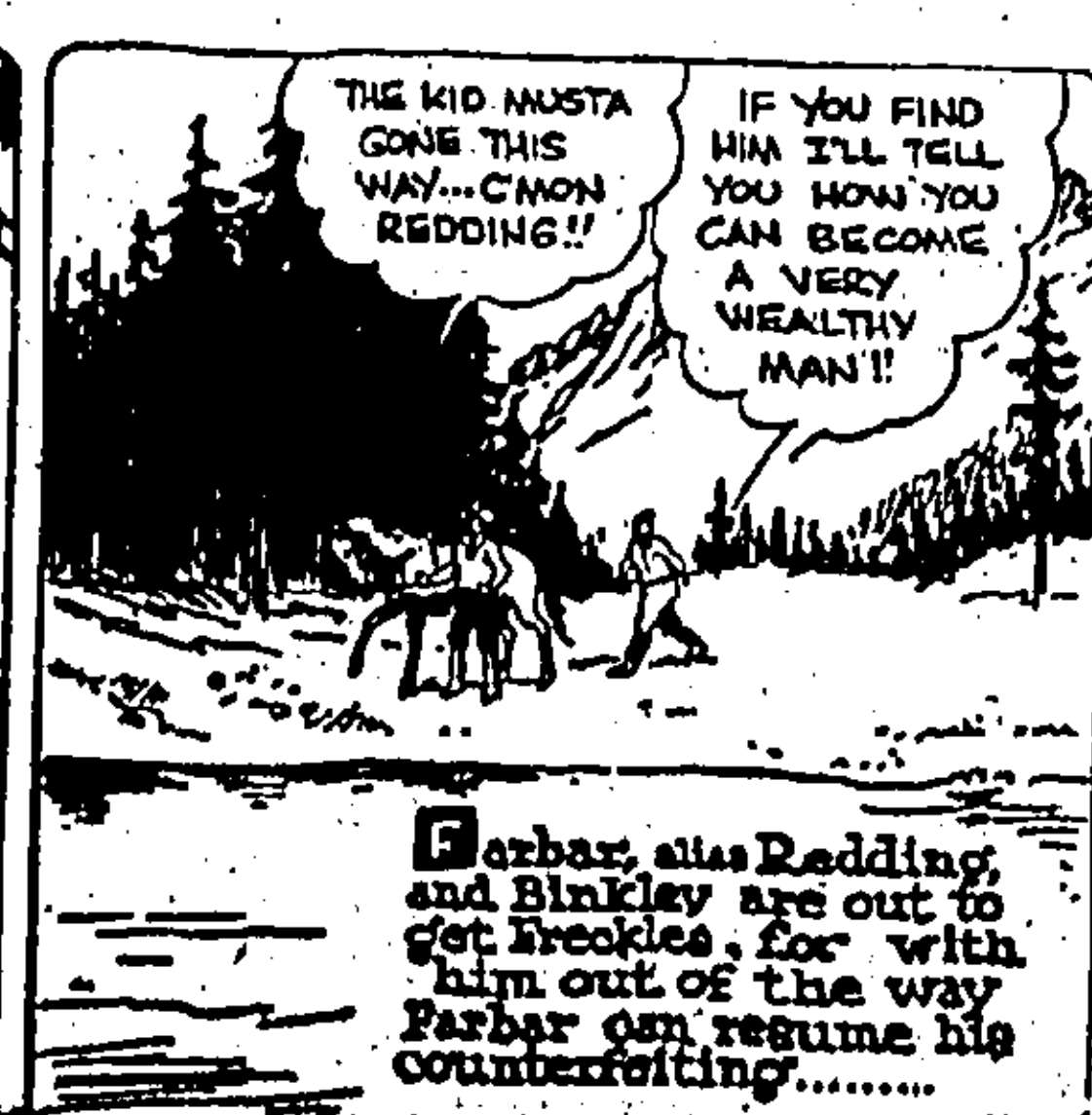
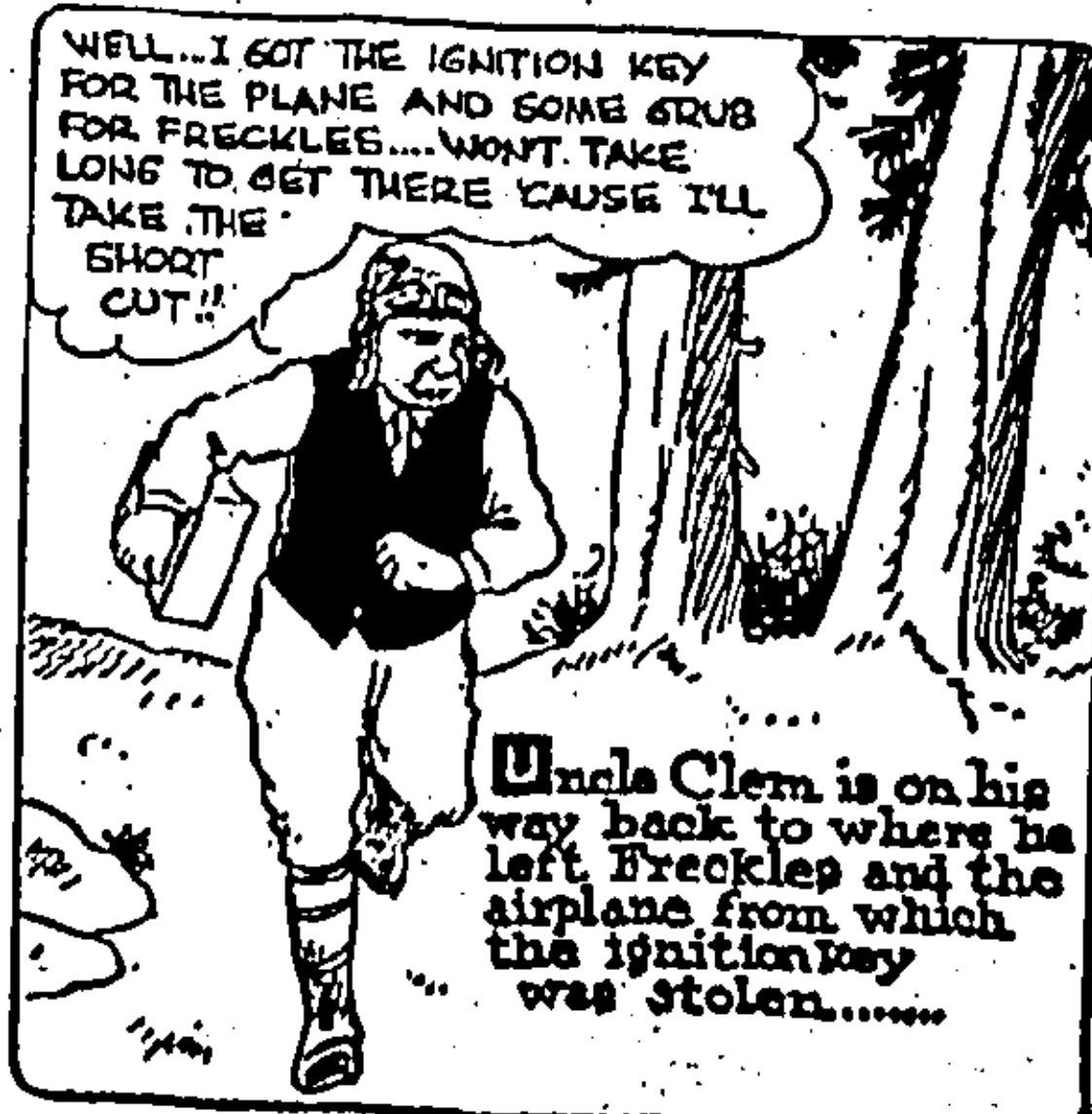
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## Think Fast, Freckles!

By Blosser





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WHY YOU SHOULD GIVE  
YOUR DOG THE—**

## "QUORN" DOG REMEDIES CONDITION AND TONIC POWDERS

Famous kennels rely upon the "Quorn". Breeders and owners use the "Quorn". Both the expert and the amateur are buyers of the "Quorn", while champions of all breeds have been kept fit for years with the "Quorn" Dog Remedies.

**THEY COOL THE BLOOD, REMOVE ALL  
IMPURITIES AND ACT AS A TONIC TO  
THE WHOLE SYSTEM.**

**A. S. WATSON & CO., LTD.**  
HONG KONG DISPENSARY

## THREE NEW

"H.M.V." RECORDS

from the  
Mid-January Supplement

- |        |   |                           |
|--------|---|---------------------------|
| B-3663 | Mammy is gone (Brown-Henderson)<br>High Water (McHardy-Brennan) | Paul Robeson              |
| B-3691 | The Menia Gate (Bowen)<br>The Blind Ploughman (Clarke)          | Peter Dawson              |
| C-2006 | Blessed City (Bairdston)<br>Blessed City Part 2.                | Westminster Special Choir |

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TO MATCH.

NEW MODELS

IN THE

**MILWATA COAT.**

LADIES' DEPARTMENT

**Lane, Crawford, Ltd.**

## ANNOUNCING THE £100 CAR

PARTICULARS OF THE NEW MORRIS MINOR HAVE NOW BEEN RECEIVED. THIS IS A TWO-SEATER CAR BUILT TO SELL IN THE ENGLISH MARKET AT THE ATTRACTIVE FIGURE OF £100

**BOOK YOUR ORDER  
NOW**

PARTICULARS WILL BE  
MAILED ON REQUEST

**THE HONGKONG HOTEL  
GARAGE**

The Hongkong & Shanghai Hotels, Ltd.  
Incorporated in Hongkong  
11, Queen's Road C. and Robbs Road.

The  
**Hongkong Telegraph.**

SATURDAY, FEB. 7, 1931.

## EDUCATION.

All too seldom do we get such an outspoken and well-reasoned dissertation on the Colony's educational shortcomings as those which were voiced yesterday by the Headmaster of Queen's College. Mr. de Rome squarely faced the realities in his observations on the examination problem, having no difficulty in driving home his point that to put students in for the Matriculation after three years in a senior school is unduly forcing the pace. Apart from the attempting of the almost impossible, there is the further point that the students are left in what Mr. de Rome aptly describes as mental muddle. What is worse still is the disappointment caused to teachers, students and parents alike when it is found that so few of the entrants ever succeed in the task which they are set. The tremendous waste of effort involved needs no stressing. Happily, the evils are recognised, for convinced that there is something radically amiss with the system, His Excellency the Governor has decided that the whole question shall be investigated in the light of such criticisms as the Colony's education experts may feel inclined to advance. We hope that in this inquiry the scholastic profession will not be overlooked, for we should like to feel that men like Mr. de Rome, who have clear-cut ideas on the issues and who are not cranks, will be given an opportunity of putting forward their views.

Some little time ago, in commenting on the Matriculation examination results, we emphasised the value of a good grounding in primary subjects, suggesting that for the great majority of school children in this Colony this was the main essential. Give them that, we remarked, and they would go out into the world sufficiently equipped for the life which lies ahead of them—possibly better equipped, for all practical purposes, than they would be by dabbling in subjects of which they could not hope to secure a really good grasp. The over-emphasis on secondary education which has been too long apparent in Hongkong, and the anxiety to rush students through for Matriculation, has resulted in so much disappointment that it is high time there was more concentration on essentials. We are glad to see that Mr. de Rome favours the replacement of the Matriculation examination by a School Leaving Certificate examination, in which

there would be no mere specialising on a few subjects but an attempt made to secure a real grasp of the basic constituents of a sound education. That much accomplished, the brighter lads who wish to enter the University can, as Mr. de Rome says, later proceed to Matriculation in special subjects. A reform of the existing system on some such lines as these appears to be imperative if the aims of education are to be realised. The selection of promising students for the upper schools is another point, as nothing whatever is to be gained by taking in pupils who are unlikely to make good.

Despite the constant reiteration of the fact that examinations are not the be-all or the end-all of education, so much of the Colony's education has been based on this misapprehension. Cramping for results has been all too obvious. The immediate effect may be to give some doubtful glory to the schools which adopt this policy, but far from conferring any lasting benefit on the student, such methods are likely to have an opposite result. For the lad who does not intend to specialise in his life's work, nothing can be better than a sound primary education. If he can give evidence that he has received such a grounding, he would prove of far greater value to his future employer and make a better success of his life than many another who has been forced through examinations for the sake of being able to say that he has matriculated. Not only here in Hongkong, but in England as well, the constant complaint of employers is that it is extremely difficult to get a lad straight from school who can construct an ordinary sentence or make a relatively simple arithmetical calculation—this often in the case of boys who have gone through a secondary school. Admittedly, we want something more from education than ability to write coherently or to do sums correctly, but if these essentials are lacking, it is certain that the tuition given has failed in important respects.

## Estate Duty.

The Hon. Mr. C. G. Alabaster, the Attorney General, in moving the first reading of the Estate Duty Bill, appealed for sympathetic understanding of his difficulties, but made no serious attempt to defend the new schedule. True, as we have already pointed out, the duty on estates between \$1,000 and \$5,000 has been reduced from two to one per cent.; true, again, the duty on estates between \$5,000 and \$25,000 remains as before. But that does not alter the fact that the duty is just as high as that prevailing in Great Britain to-day, if the dollars are converted at 2/-, while the increase recommended in respect of estates between \$25,000 and \$50,000 contemplates the payment of death duty by Hongkong residents at 33 per cent. in excess of that required of estates of similar value (at a 2/- dollar) in Britain. From that point, the rates grow lower and lower in proportion to Mr. Snowden's schedule, wherein lies cause for strong criticism. We dislike the necessity of repenting ourselves, but we cannot fathom the reasoning which would justify high rates on small estates and low rates on the bigger. Mr. Alabaster says he will welcome suggestions regarding certain clauses of the Bill. He does not express willingness to extend a similar welcome to proposals regarding the schedule, which from the public viewpoint is the most important feature of the Bill. He appears incidentally, to be wrongly informed regarding the duties imposed in Britain. He places the maximum at 40 per cent. The maximum, applying to estates in excess of £2,000,000 is fifty per cent. In this connexion, we see no reason why the Hongkong schedule should stop at \$2,000,000. It should go on, up to seven, eight or nine millions, with steady increases in the rates per cent. at which duty is to be paid. It may be quite true that there will be few estates assessable for estate

## DAY BY DAY

HAVE'N'T YOU DISCOVERED THAT WOMEN KNOW BY INSTINCT WHAT MEN THEY CAN MAKE FOOLS OF, AND THEY ONLY TRY THEIR ARTS ON THEM?—W. S. Maughan.

The Empress of Canada is due here at 8.50 a.m. to-morrow and will berth at Pier No. 5 Kowloon Wharf.

His Excellency the Governor has been pleased to appoint Captain M. J. Reidy, M.R.C.V.S., to act as Colonial Veterinary Surgeon.

The m.s. Taiwin (Wilh. Wilhelmssen) left Singapore on the 6th and is due here on the 12th inst. with cargo from Norway and Ports.

His Excellency the Governor has appointed Dr. A. R. S. D. McElaney, to be a Member of the Midwives Board, vice Dr. Agnes L. G. Dovey, resigned.

His Excellency the Governor has appointed Mr. E. W. Hamilton to act as District Officer in the Southern District of the New Territories in addition to his other duties.

A bankruptcy notification states that a first and final dividend of \$13.50 per cent. has been declared in the case of the Kwong Sing Cheong firm, of 8, Wing Wo Street and 4, French Street.

His Excellency the Governor has been pleased to recognise, provisionally and pending instructions from the Secretary of State for the Colonies, Mr. J. Jose Salinas as in charge of the Consulate General for Peru in Hongkong.

Malicious damage to the front tyre of a motor lorry belonging to the Ying Sang Tai shop, of Shau-ko, was reported to the police by a foh yesterday. It was stated that the vehicle had been left outside the premises on the evening of February 4.

Tenders are being invited for the reinstatement of the wall at Jardine's Corner, Peak. The work comprises the taking down of the existing lime and cement concrete wall with rubble facework and rebuilding in cement concrete with rubble facework for a length of 30 feet, together with any contingent works.

A report has been made to the police by Li Ping-cheung, master of the Fa Sheng Knitting Factory of 197, Kitting Street, Shamshui, that his son, Li Cheung, took a machine valued at \$650, stating that he was having it repaired. The machine, however, was in good working order and the son has not returned since.

For the theft of a pocket knife, the property of Leading Stoker H. K. Hawkins, of H. M. Submarine Oswald, a Chinese was sentenced to four weeks' hard labour by Mr. Williams at the Central Police Court this morning. It was stated by Detective Sergeant Lament that the defendant was searched as he was leaving the Naval Yard and the knife was found on him. Investigations revealed that it had been stolen from H.M. Submarine Oswald.

At such high figures, but it is to such windfalls that a British Chancellor looks for relief when a Budget deficit looms large. A Hongkong estate of \$5,000,000 should be required to pay duty of more than 12 per cent. just as an estate of \$500 should not be mulcted at all. There is a suspicion that a guiding principle in the arrangement of the schedule has been the profusion of small estates as compared with larger. If this is so, it would appear to be grossly unfair.

## FLYING IN 1931.

By Major OLIVER STEWART.

Faster—Farther—Safer.

AVIATION is, as it were, the Secretary of State for Speed. And the first thing most people want to know about flying during 1931 is the probable progress that will be made in speed. The Schneider Trophy race, which should be flown in September in British waters, will show how far constructors have advanced since 1926.

It was then won at the average of 328½ miles an hour. This, it will be remembered, is not a freak speed over a short, straight course, but the average of sustained flying over a course more than 200 miles long and containing some 28 sharp corners.

This year the race, if it takes place under normal conditions, will probably be won at more than 350 miles an hour. The speed record, which is made over a 3 kilometre straight course, is now 357.7 miles an hour. Before the end of 1931 it will be more than 400 miles an hour; a respectable speed, but by no means terminal.

At the time of the last Schneider Trophy race, just after it had been won at a speed which astonished the world, I spoke to Mr. Mitchell and Mr. Folland, the two British designers who have been responsible for a series of the fastest man-carrying craft of any kind ever produced. They both told me that they were dissatisfied with the results and, when asked the reason, they said that it was simply that their aircraft were not nearly fast enough. They could see, with the experience of the race behind them, many ways in which their machines could be improved. The curve of progress has not yet begun to fall off in flying.

We shall not only go faster in 1931 but we shall also go farther. The distance record non-stop is now 4,912 miles. By the end of the year it will be more than 5,000 miles. We shall also go higher. But in the attainment of great heights there has lately been a lack of enthusiasm which may be attributed to the belief that, at the moment, speed and distance are of greater value. When, for some reason, we desire to go above 43,000ft., which is the present record, we shall do so. But there are other things of more immediate importance.

Progress will also be made in economy; but when considering economy it is as well to decide at once whether it is economy in time or in money that is desired. If reduction in the monetary cost of travel is the aim then aircraft cannot give it. But the barge and the bath-chair can. The barge and the bath-chair are both much cheaper to run than the aeroplane, and are likely to remain so.

Those whose chief concern is reduction in the cost of travel, therefore, are recommended to travel by barge. As Mr. C. C. Walker has pointed out, the barge offers the cheapest form of transport per ton-mile available. City men who travel daily to and from their offices by barge along the Thames will save large sums of money.

Some people, however, regard time as being of more use to them than money, and for these the motor-car and the aircraft are of value. On the foreign air transport lines machines carrying a dozen passengers will soon be cruising at more than 150 miles an hour—already they are cruising at more than 120 miles an hour.

Our own company has been so obsessed with paying load that it has neglected speed, and in this it has resembled the barge travellers. And the speed of its newest

machines is not high, a maximum of only about 130 miles an hour and a cruising speed of about 120. But these machines will be economical in running costs, and will convey each passenger at a fuel consumption of about 40 miles to the gallon, or about the rate of the lightest light cars.

With the introduction of the heavy oil engines, which are now approaching the practical stage, further economies in running costs will be effected. The heavy oil or compression ignition engine not only burns less fuel than the petrol engine, but it also burns a fuel which costs less to buy. It has the additional advantage that its fuel is rather less easily set on fire than petrol. It may not replace the petrol engine in the smaller short-distance aircraft, but it is likely to do so in the long distance commercial machines.

In increasing the safety of air transport, the chief effort will be along the lines of improved organisation and, in the machine itself, better control, the retention of a low landing speed, and improved view for the pilot to reduce collision risks. It may be that parachutes will be adopted on the commercial lines.

Aviation is unfortunate in that its accidents are often spectacular and that they sometimes claim more public attention than the circumstances warrant. You may crush quite a large number of people to death in a charabanc without attracting undue attention; but if two people fall out of an aeroplane, there is a great deal of excitement.

The spectacle of two people falling from a great height is undeniably interesting; but it is to be remembered that there are many other ways of getting killed and that pieces of banana skin are almost certainly responsible for more deaths than aeroplanes.

It is not even on account of their danger that we shall give up airships. It is merely because the work of the airship can be done better and more cheaply by the aeroplane. The airship experiment was costly; but if it serves to concentrate effort on the heavier-than-air craft it will have been worth while.

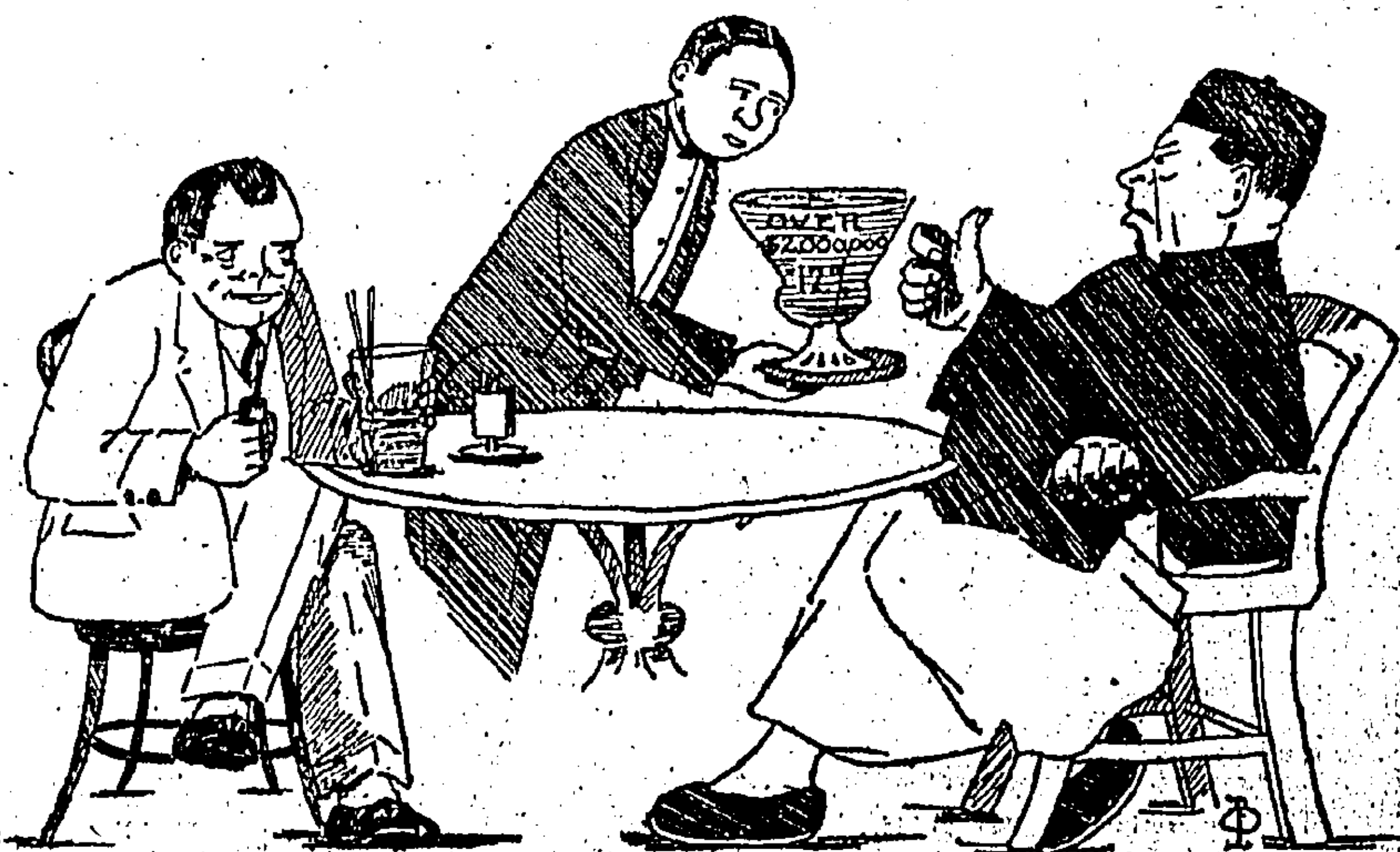
Mr. C. R. Fairey, reviewing the growth of aviation at the Royal Aeronautical Society the other day, said that to-day the world's civil air route milages amounted to nearly 200,000,000 miles, and that over half million passengers, nearly 10,000 tons of goods, and nearly 5,000 tons of mail are carried annually on scheduled services alone, while the aircraft industry is capitalised at nearly £100,000.

But it is not the scheduled air lines alone that are to be considered. Private flying gives more notable signs of health and high spirits than any other branch of aviation. There are now 44 light aeroplane clubs, the majority unsubsidised, and 69 gliding clubs, while the number of private owners is about 300, and will increase rapidly in the Spring.

The Cinque Ports Club, to take a typical example, flew 1,263 hours last year, and trained 37 new pilots during the period. Only two things are holding back private flying. One is the lack of aerodromes and the other is the Air Ministry's nursery-governance attitude towards it. According to the latest information as to permanent establishments there

(Continued on Page 7.)

## THE HIGH COST OF DYING.



Government: Waiter: "This, of course, is for you, Sir."



BRITISH EXECUTION  
OUTCRY.REBUKE FROM THE  
HOME OFFICE.

## PERSONAL VIEWS.

An outspoken pronouncement on the duties of the Home Secretary in regard to the execution or reprieve of murderers has been issued from the Home Office.

It had particular reference to the case of Victor Edward Betts, aged 21, who was executed at Birmingham for the murder of a bank manager.

The statement is as follows: "Statements have been made in the Press by the Secretary of the Council for the Abolition of the Death Penalty and by others about the action of the Home Secretary in the case of Victor Edward Betts.

"Some of these statements are malicious and misleading and others exhibit a complete ignorance as to the function of the Home Secretary in advising as to the exercise of the Royal Prerogative. Mr. Clynes is as predisposed as anyone to take a merciful view and to recommend the exercise of the Prerogative in cases where he is satisfied that there are good grounds for it, but it cannot be claimed that the proceedings in the Courts of Justice and the whole apparatus of the criminal law are to count for nothing if a public meeting passes a resolution or a petition is organised.

## Mass Meeting Decisions.

"On grounds of public policy it is well that our law and practice should be in harmony with the national will, but we cannot have trial by jury in accordance with the law and later the consequences of the jury's verdict set aside by the decision of a mass assembly.

"Whatever Mr. Clynes's opinion is about capital punishment, he would view with dismay the practice which he is asked to follow of giving effect to personal opinions in these distressing capital cases. The responsible position of a Minister of the Crown will, he hopes, always enable him to subordinate his individual views, so that without consideration of party or person the proper administration of the law continues, however Ministers or Governments may change.

"As regards the demand that he should give effect to the views expressed in the recent report of the Select Committee of the House of Commons, Mr. Clynes can only say that it would be highly improper to anticipate any future change in the law and to act now as though Parliament was certain to endorse the report, which it has not had an opportunity even to consider."

Mr. Roy Calvert, Secretary of the Council for the Abolition of the Death Penalty, stated: "Mr. Clynes says that it is the duty of the Home Secretary to maintain unbroken the Home Office tradition. This means in effect transferring his personal responsibility to his permanent officials. We deeply regret that he missed this unique opportunity of showing not only mercy but courage."

## A Previous Rebuke.

This is not the first occasion on which Mr. Clynes has severely rebuked critics of his decision as Home Secretary on the question of the execution of a murderer.

Thus in April last, shortly after the execution of William Henry Podmore, for the murder of Vivian Messiter, he made a statement in reply to a resolution passed at the I.L.P. Conference.

He said: "That resolution requires me to ignore the solemn decisions of courts, judges, and jury, and to act on an opinion of capital punishment. I hope that no Secretary of State will ever be influenced by such an indefensible doctrine."

"I am not prepared," he continued, "to make a stock of the law, however strong the desire may be to change it. Public opinion on such matters cannot always be guided by the fullest information, and public opinion must not take the place of a court of law. It is the right of the public to change the law; it is the duty of the Minister to apply the law."

## RUMOUR DENIED.

GENERAL GASTON WONG  
NOT DISMISSED.

On behalf of the Provincial Government of Kwangtung Mr. L. M. Lee, the Chief Secretary, writes as follows concerning the report of the arrest and dismissal of General Gaston Wong:

"On behalf of the Kwangtung Provincial Government, I wish to inform you that the report concerning the dismissal and arrest of General Gaston Wong as found in your daily for January 28th, has no foundation in truth. General Wong resigned his post of his own accord, and is now on his way to France. He was not dismissed by the Government as reported in your paper. The Nanking authorities never put him under orders of arrest."

NEW TYPES OF  
CRUISERS."RETURN TO SANITY IN  
DESIGN."

"Jane's Fighting Ships," published by Messrs. Sampson Low, Marston, and Co. (£2 2s.) contains the usual comprehensive review of the fleets of the world and details of the progress made in marine engineering.

This year the cruisers claim chief attention.

In the British section, the more arresting particulars deal with H.M.S. York, Exeter, and Leander. York marks the first attempt of one of the Treaty Powers to break away from the 10,000-ton type of cruiser. To save 1,000 tons, two 8in. guns are sacrificed, the speed and protection being the same as in the Kent class. Designed by Sir William Berry, the ship was completed last June.

The original design allowed for three funnels, but during 1928 the plans were modified, and the foremost funnel was trunked into the second. In order to clear the catapult on the second turret, the bridge was raised, and consequently, the funnels. It had been found, however, that the turrets were too light for the catapult to be carried, and it and the derrick have been dispensed with.

The completion of Exeter is about due. The design of that vessel is similar to that of York. Leander is described as belonging to a class which represents "a return to sanity in cruiser design, compared with the overgrown and over-gunned 10,000-ton Treaty type." This cruiser was laid down under 1923 estimates, and is now being built.

The London Treaty having stopped any additional 10,000-ton cruisers with 8in. guns being built in Britain or Japan, it is stated by Mr. Oscar Parkes, the Editor, that some entirely new types armed with 6in. guns, of which Leander is the precursor, may be expected.

## Italy's 10-Knots Cruiser.

In the United States Navy section photographs are given of the recently completed Treaty cruisers, together with particulars of new construction to bring about parity. The Japanese section provides something new in types. A large number of illustrations are given in the French section, including the new cruisers, destroyers, and submarines.

The Italian Navy is building a larger variety of types than any other. The first official plans of the new cruiser and the destroyers are given. There are also pictures of the "Condottieri" class. The design is the most interesting of recent years. It is stated that one of these, subjected to a series of "all out" runs, logged just over 40 knots on a spurt—attained, it is understood, at the expense of her engines and boilers.

Ersatz Preussen is illustrated in the German section, and photos of the Koln class show these vessels from all aspects.

The work is invaluable to all interested in the navies of the world and ship construction.

GENERAL ELECTION  
FOR SPAIN.

## POLLING ON MARCH 1.

Madrid, Jan. 11. At last night's Cabinet meeting, the Government, after expressing satisfaction at the reports of tranquillity from the Captains-General and civil governors decided definitely to fix March 1 as the date of a general election.

The Government intends to suspend martial law as soon as convenient, so that the nation may have all the guarantees necessary for electoral propaganda, but it will be inflexible in the maintenance of public order. On the slightest attempt at disorder the Government will hold the elections under martial law, guaranteeing at all costs the free exercise of the suffrage, as it is determined that the nation's will shall be genuinely manifested in the polling booths. Spain's destiny can then be decided in Parliament.

## "Trouble Foreseen."

Thus General Berenguer intends to fulfil the difficult mission with which he was entrusted about a year ago on the fall of the late General Primo de Rivera—the summoning of a Parliament.

Reading between the lines of the brief official communique, one is led to believe by his threats to reimpose martial law at the slightest attempt to obstruct the general election that he foresees trouble ahead, and before March 1. While General Berenguer declares speedy quelling of the recent revolt, he will need all the resources at his command to steer the country through the short but difficult period now remaining before polling day.

Rumours have been particularly insistent during this week-end of another revolutionary movement and the possibility of further strikes with the object of obstructing the Government's plan to restore constitutional government.

## VOLUNTEER CORPS.

ORDERS FOR THE COMING  
WEEK.

Volunteer Defence Corps Orders by Lieut. Col. L. G. Bird, D.S.O., O.B.E., state:

## Parades.

Corps Band.—There will be a Band Practice at Volunteer Headquarters at 5.30 p.m., sharp, on Monday, 9th February, and Wednesday, 11th February.

Battery.—Layers as detailed 5.30 p.m. at Gun Club Hill on Thursday, 12th February. Range Takers as detailed with Range Takers from M.G. Company as detailed by O.C.M.G. Coy. at 5.30 p.m. Thursday, February 12th at Headquarters. 2 Signal Parades 5.30 p.m. at Headquarters on Thursday, February 12th, for map reading etc. Staff: At 5.30 p.m. on Thursday, February 12th, at Headquarters Lecture Room.

Engineer Company.—Monday, February 9th. Miniature Range shoot at 5.30 p.m. D.L. Instruction will be held at 5.30 p.m. at Wellington Barracks on Thursday, 12th, instant.

Corps Signals.—Parades will be held at Corps Headquarters at 5.30 p.m. on Tuesday, 10th, February and Friday, 13th, February.

Machine Gun Troop.—Practice parade for G.O.C.'s Inspection on Monday, 9th, instant.

Armoured Car Company.—Car Section: Parade, Monday, 9th, February at Corps Headquarters at 5.30 p.m. for Driving Instruction. Motor Cycle Section: A talk on "Field Message Writing" will be given by The Adjutant 5.45 p.m. in Lecture Room on Monday, 9th, February.

Machine Gun Company.—The Company will parade on Tuesday, 10th, February in Uniform at 5.45 p.m. at Headquarters at full strength. This is a Practice for G.O.C.'s Inspection.

Dress:—Boots, Hose-Tops, P-tiles, Shorts, Tunics, Helmet, Belt, 1 met and Frog Rifle with Sling, M.G. Course Part II.—No. 2 Platoon will fire this course at Stonecutters on Sunday, 16th, February. Range Officer, 2/Lieut. D. M. Richards. Launch leaves Queen's Pier at 9 a.m. and Kowloon Police Pier at 9.10. Uniform or Muff optional, but belt, Pouches and Bayonet must be worn.

Scottish Company.—Monday, 9th, 12th, February.—Spud drill with Arms. No. 7 Platoon at Headquarters 5.30 p.m. under Captain H. R. Forsyth; belts and frogs will be worn. No. 6 Platoon at Kowloon Dock under Lieut. A. Duncan, M.B.E. Belts and frogs will be worn. The pipers and Drummers under Pipe Major Macleod will parade at 5.30 p.m. at Headquarters on Wednesday, 11th, February, and marching practice. Range:—Musketry Part II will be fired at Stonecutters on Sunday, 16th, February. Launch leaves Queen's Pier at 9 a.m. calling at Kowloon Police Pier 9.10 a.m. Range Officer, Captain H. R. Forsyth.

Portuguese Company.—Parade: The Company will parade as strong as possible at Headquarters on Friday, February 13th at 5.30 p.m. for Arms and Foot Drill in preparation for the G.O.C.'s Inspection. This is the essential parade. Dress:—Optional. Rifles, Belts and Bayonets. Peak Range: The Peak Range is allotted to the Company on Sunday, February 22nd. Details will be issued later.

## Peak Range.

The Peak Range will be allotted to the Portuguese Company on Sunday, February 22nd.

## Kennedy Road Range.

The Kennedy Road Range will be allotted to the Portuguese Company on Friday, 20th, February, 1931.

## Appointment and Promotions.

No. 1674 Pte. Mong Rangan Deb, Medical Section, to be promoted Corporal with effect from 6th instant. No. 1675 Pte. T. P. Szeto, Medical Section, to be appointed Lance Corporal with effect from 6th instant. No. 1321 Pte. T. E. D. Whitley "D" Section, No. 2 Platoon, to be appointed Lance Corporal with effect from 3rd instant.

## Struck Off The Strength.

Having completed 3 years' service.—No. 11187 Sigm. C. J. Waddell, Corps Signals, as from 12.11.30.

## Strength.

The following have been taken on Corps Strength:—1672 Pte. M. E. M. Oakeshott, No. 3 Platoon; 1673 Pte. H. B. Joseph, A. Coy. Coy. Section; 1674 Pte. R. B. Macleod, Pte. Szeto Yan Pui, 1675 Pte. So Ying Yin, 1677 Pte. Ngan Keng Ha, 1678 Pte. Tai Kin Hing, 1679 Pte. Kam Nai Fai, all Medical Section.

## Leave.

Tpr. 1537 T. Lindars, M.G. Troop, Sick leave extended to 31.3.31; No. 355 A/C.S.M. Brown, A. W., No. 7 Platoon from 4.2.31 to 4.3.31; No. 8 R.S.M. Edmonds, W. H., Corps Headquarters, from 15.2.31 to 15.12.31. (Sgd.) W. H. G. Goater, Captain, Adjutant, H.K.V.D.C.

## Notices.

Troops Ponies.—The Commandant wishes to thank very much indeed the following Gentlemen who have presented ponies to the Machine Gun Troop:—T. B. Pearce, Esq. Messrs. Tester & Abraham, A. J. P. Heard, Esq.

Committees.—The following Committees have been formed in connection with the events as shown:—Hongkong Rifle League and Revolver Shooting, Captain E. J. Re Mitchell, 2nd Lieutenant H. J. Silva. L/Sgt. F. C. Goodman, Corps Rifle Meetings; Captain W. H. G. Goater, Hon. Treasurer; 2/Lieut. E. G. Stewart, Hon. Secretary; Lieut. H. Westlake, 2/Lieut. J. V. Dos Remedios, Corporal C. E. M. Terry, Corporal A. O. Beck and Private C. P. Frith.

JAPAN LOAN DISPUTE  
WITH FRANCE.BEFORE SUPREME COURT  
AT PARIS.

Paris, Jan. 11. Great interest is being taken in the approaching decision of the Supreme Court of Appeal on the dispute between the towns of Tokyo and French shareholders in the International Loan, judgment in favour of the shareholders has already been given by two French courts, but was reversed by the Court of Appeal, and it is now for the Supreme Court, known as the Cour de Cassation, to pronounce the final verdict.

The French case, which is set out at great length by the "Ami du Peuple," is based on an article of the law of 1928, stabilising the franc at 124 to the £. This states that "the new definition of the franc is not applicable to international payments whose value has been stipulated in gold francs." At the time of the passing of the law both the Minister of Finance and the Prime Minister (then M. Poincaré) emphasised the point that the devaluation of the franc did not affect any international contracts concluded on a gold basis.

This stipulation has been recognised as just by the International Court of the Hague, which, according to the "Ami du Peuple," declared that France was perfectly justified in her right to exclude foreign debtors from the benefit of the devaluation. This point of view was also upheld by judgments given at Buenos Aires, Alexandria and Geneva. It is being asked, therefore, why Tokyo should expect different treatment. The loan in question was issued in 1912, the French share being £4,000,000 of a total of £9,175,000.

PLANS FOR ATHEIST  
INTERNATIONAL.

## MARXIST ENCYCLOPAEDIA.

Fresh details are reported from Moscow as to the plans for organising an Atheist International. The leader of the movement for establishing it is said to be the Secretary of the Union of the Godless, Lukashchik, who for over a year now has been refused a visa to go to Germany.

The decision to establish the headquarters of the International abroad is actuated by the desire not to obstruct the Kremlin's part in it, although the propaganda is to be conducted largely by the Communist organisation. The International, which will probably be officially only a part of some already existing Communist cultural organisation in Germany, would be largely financed by the Union of the Godless, which would send one delegate for every 100 members, while the less numerous foreign organisations would send one per 1,000.

It is planned to increase atheist publications above all in German, French, and English, to organise religious exhibitions, and to publish an encyclopaedia of Marxist atheism in several languages.

According to the new Five Year Plan of the Union of the Godless for activity inside Soviet Russia, all churches are to be closed at the end of 1934. There are now 18 seminaries for atheist propaganda in Russia, and 10,000 atheist instructors are working in the Army and Navy. Since 1928, 14,000 of the 50,000 churches in the Soviet Union have been closed, while only 88 new places of worship have been built.

## FLYING IN 1931.

(Continued from Page 5.)

are only 38 civil aerodromes and landing grounds and 12 seaplane stations and seaplane customs ports.

It is true that in addition 85 municipalities have inspected sites for municipal aerodromes, but there is sometimes a long time between the selecting of a site and the establishment of an aerodrome.

A pressing need, as pressing as the need for fewer regulations governing amateur flying. The private pilot must carry so many forms and registration certificates, numbers and licences, log books and ownership plates with him whenever he flies that the fact that his aeroplane is able to rise from the ground is a constant testimony to the excellence of British aircraft. Seven-eighths of the forms and licences which the pilot is forced to carry, nine-tenths of the formalities he must observe, and five-sixths of the regulations he must obey are unnecessary and harmful to private flying.

If the Air Ministry, instead of heaping up more regulations, endeavoured to reduce the number of these already, it would be helping instead of hindering aviation.

In 1931 we shall fly faster, farther, more economically, and more safely. No doubt in time there will come a period when progress slows down; but in aviation that time is not yet, and at present there is no sign of its arrival.

STRANGE HATRED  
OF DOCTORS.INQUEST STORY OF MAN'S  
PREJUDICE.

## NURSES AS "PUPPETS."

An extraordinary story of a man who preferred death to seeing a doctor thought nurses "puppets" and regarded health institutions as places of experiment rather than of cure, was told at an inquest at Croydon.

The man on whom the inquest was held was Francis James Crossley, aged 73, of Pollards Hill North, Norbury, a retired maker of engineering models, who died at his home at midnight on December 17. Clarence William Crossley, a brother said that on December 10 his brother fell and lost the use of his left arm and left leg. For a week they made him as comfortable as possible on the floor of the kitchen, and then he was carried to a couch in another room.

Explaining why a doctor was not called he said that his brother generally treated himself homoeopathically and had said he would sooner die than allow a doctor near him.

The Coroner: Did you not think it would be better to have one? "No," was the reply. "My brother did not believe in doctors and I don't. A doctor would have been called in had my brother asked, but in that case I should have had doubts about my brother's mind."

## "Decorated Puppets."

"Would it not" asked the Coroner, "have been better had a nurse been provided?"

"Well," said the witness, "my brother abominated nurses as much as doctors, and would have refused one. He looked upon nurses as decorated puppets, or something of that sort."

"What about an institution or hospital?" queried the Coroner. "He said," was the reply, "that at his age they took people into institutions, not to cure them, but more likely to experiment on them."

The Coroner: What is your objection to doctors?—That they are all humbugs.

Elizabeth Amelia Crossley, a sister, was asked if she shared her brother's disbelief in doctors, and she said: "Yes, very much, and more."

"It runs in the family, then," said the Coroner.

## Foreman's Statement.

Medical evidence was to the effect that death was due to cerebral hemorrhage, and that no medical or nursing attention would have saved or prolonged the man's life.

After returning a verdict of "Death from natural causes," the foreman of the jury added: "We desire to express the opinion that the deceased was badly neglected, and if it is within your province to censure Mr. and Miss Crossley, we should like you to do so."

The coroner, however declined to associate himself with the proposal, and it was withdrawn.

The relatives, said the coroner, had to contend with the dead man's strong prejudices, and the fact that had a doctor or nurse been called it would probably have had a bad effect upon him.

LIFE IN TEST TUBE  
EXPLAINED.DR. CRILE DESCRIBES  
HIS EXPERIMENTS.

Reports from Cleveland that Dr. George W. Crile had created life in a test tube were explained by that scientist addressing the American Association for the Advancement of Science.

Dr. Crile declared that researches had been undertaken in quest of a physical principle to account for the conversion of normal cells into cancer cells, or cells the energy of which is used only for growth.

Working on the principle that a fertilized egg contained elements electrically both positive and negative, he argued that if substances forming a living cell were combined properly in electrical solution they would organise themselves into a unit which would present a cell-like form without the usual union of male and female elements.

Dr. Crile took various cells, separating their fats, proteins, and acids, and then tried to reunite them in an electrolyte solution. Under the microscope the component parts of brain cells united and grew like living things, dividing sometimes by buds and sometimes by splitting, and continued to grow by feeding for two and a half months.

Other body cells, however, failed to respond and artificial respiration did not work with all brain cells, falling in the case of dogs which had died of distemper, and rabbits which had died of exhaustion.

Ultra-violet radiation killed rejuvenation power, causing Dr. Crile to observe "the lethal effect of radiation must be exerted on the lipid elements of cancer cells."

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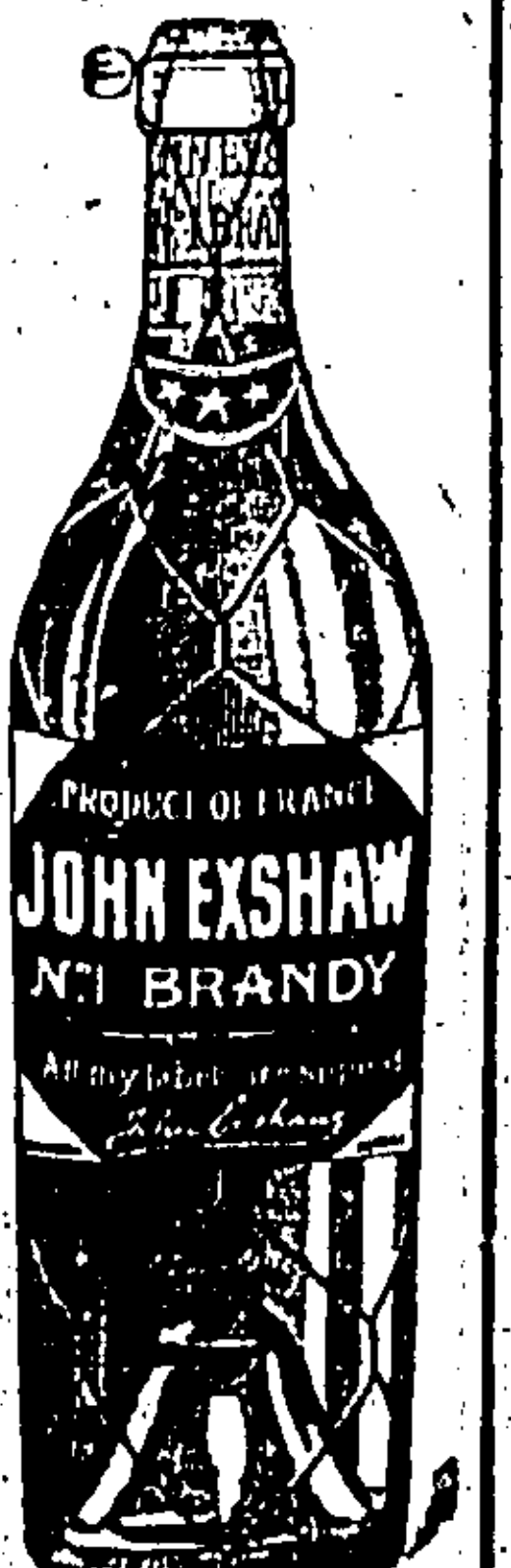
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In the interests of your health, it is essential always to have a bottle of Brandy in the house. Be careful that it is a good reputable brand. Exshaw's is the Safest of all in its wired and sealed bottle.



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**CALDBECK, MACGREGOR & Co., Ltd.**

(Incorporated under the Companies Ordinance of Hongkong.)

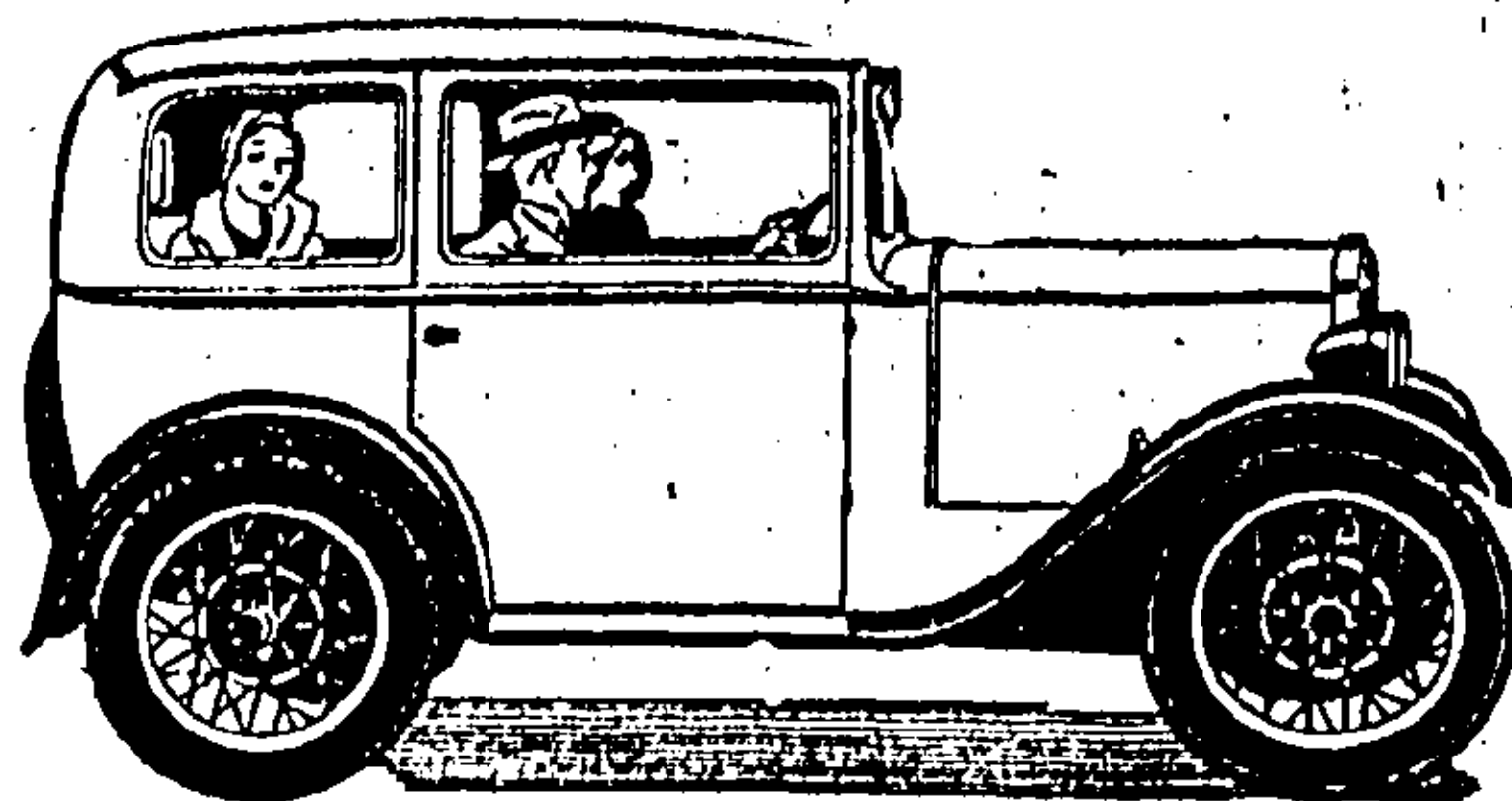
Princes' Building, Ice House Street.  
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Unseasonable Weather!  
Worthless Dollar!  
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Nothing but Bills!  
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Old Car Wearing Out!

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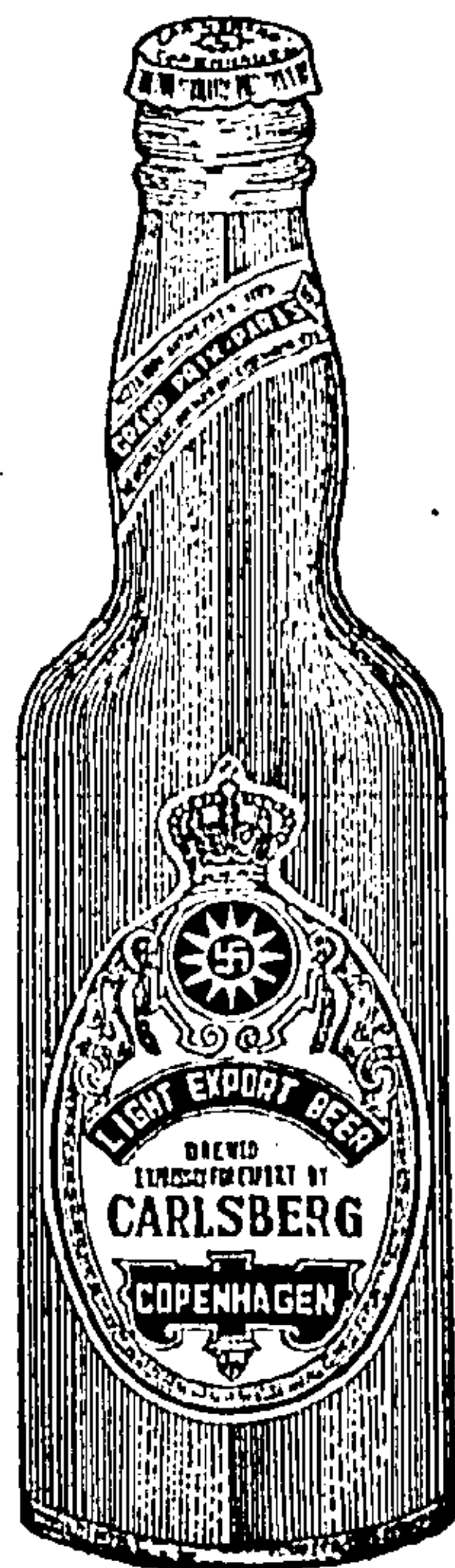
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Special display now being made.

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Right Opposite Hongkong Hotel.

## LOCAL RADIO.

### BOXING MATCH TO BE DESCRIBED.

To-day's radio programme to be broadcast by Z. B. W. on a wave-length of 855 metres:  
4.00-7.00 p.m. Chinese Programme.  
7.00-10.15 p.m. European Programme of Victor Records kindly supplied by Messrs. Taang Fook Piano Co.

7.00-7.25 p.m.  
Wand of Youth Suite (Elgar).  
London Symphony Orch. 9470-9472.

7.25-8.25 p.m. Variety.  
Song-Broken Hearted.  
Alleen Stanley (Soprano). 20825.  
Song-Who Are You Fooling To-night?

Vaughn De Leath (Contralto). 20825.  
Humorous Song-The King of Borneo.  
Humorous Song-The Road to Vicksburg.

Frank Crumit. 21899.  
Instrumental Trio-Fun At The Fair.  
Instrumental Trio-O'Brien's Wedding.

Ed. Georgehan's Emerald Trio. 20782.  
Song-Exactly Like You.  
Song-On The Sunny Side Of The Street.

Gracie Hayes. 22428.  
Humorous Song-Sweetheart of All My Dreams.  
Humorous Song-All By Yourself in The Moonlight.

Johnny Marvin. 21851.  
Bangs Solo-You Don't Like It-Not Much.  
Eddie Peabody. 20839.

Band-Sunshine Blues.  
Mephis Jug Band. 20781.  
Singing with Guitar-Yodeling Cowboy.  
Singing with Guitar-Blue Yodel.

Jimmie Rogers. 22271.  
Song-You Darlin'.  
Song-I'm Yours.

Johnny Marvin. 22555.  
7.22-9.07 p.m. Concert Items.  
9.00 p.m. Weather Report, Local Time, etc.

Orchestral-Rendez Vous-Intermezzo (Aletier).  
Orchestral-La Czarine-Mazurka (Glaner).  
Victor Salon Orchestra. 20430.

Song-Tosca-Love and Music (Puccini).  
Maria Jeritza (Soprano). 1346.  
Violin and Cymbal Duet-The Broken Violin (Piafa).

Bela Schaffer and Feri Sarkoz. 20749.  
Piccolo Solo-Song Of The Nightingale (Fillinsky).  
Clement Barone. 20426.

Harp Solo-Autumn (John Thomas).  
Francis J. Lapitino. 20420.  
Orchestral-A Little Love, A Little Kiss (Ross-Silvestri).

Victor Salon Orch.  
Orchestral-Extremity (Ponce).  
Victor Salon Orch. 20270.

Song-Your Song From Paradise (Brookton and Barlow Brown).  
Song-Zambonka (Dyer and Cator).  
Reinold Weyers. 1369.

Violin Solo-The Bee b. Waltz In D Flat (Chopin).  
Violin Solo-Cavrice (Ogarew).  
Alexander Schmidt. 20614.

9.07-9.15 p.m.  
Minstrel Show of 1929.  
Victor Minstrels. 25041.

9.15-10.15 p.m. Dance Programme.  
Fox Trot-Huggable Kissable You. 21983.

Fox Trot-Every Moon's A Honey Moon.  
Fox Trot-A Room With A View. 21801.

Fox Trot-Dance Little Lady.  
Fox Trot-Caribbean Love Song. 22363.

Waltz-Mv Lonely Heart.  
Fox Trot-The Riff Song. 20373.

Fox Trot-One Alone.  
Fox Trot-At St. Louis. 0476.  
Fox Trot-Here Or There As Long As I'm With You.

Rhcs-Someday Sweetheart. 20405.  
Blues-Original Jelly Roll.  
Fox Trot-Have A Little Faith In Me. 22272.

Fox Trot-Cryin' For The Carolines.  
Fox Trot-Honey. 21869.  
Waltz-My Sweetheart. 20710.

Waltz-C'est Vous.  
10.15 p.m. (Approx.). The Boxing Match relayed from the City Hall.

Close Down.  
SUNDAY'S PROGRAMME.  
To-morrow's radio programme to be broadcast by Z. B. W. on a wave-length of 855 metres.

11.00 a.m. St. John's Cathedral Relay.  
12.00 a.m. Chinese Programme.  
1.30 p.m. Weather Report, Local Time, etc.

2.00 p.m. Close Down.  
8.10 p.m. European Programme of H. M. V. and Victor Records kindly supplied by Messrs. S. Moutrie and Co.

8.45 p.m. Orchestral.  
Concerto Grosso (Ernst Bloch).  
Fugue-Dighe-Rustle Dances-Fugue.

Philadelphia Chamber String Simfonietta. 9590-9598.  
Arioso (Bach).  
Philadelphia Chamber String Simfonietta. 9598.

Pomp and Circumstance March (Elgar).  
London Symphony Orchestra. 1301.  
8.45-9.33 p.m. A Concert.

9.00 p.m. Weather Report, Local News, etc.  
Chorus-How Lovely Is Thy Dwelling Place (Brahms).  
Choir of The Temple Church London. 3453.

Song-The Lost Chord (Sullivan).  
Song-Ombra Mai Fu (Handel).  
Eddie Ackland (Contralto). 1599.

Instrumental Sextet-Valse Triste (Sibelius).  
Instrumental Sextet-A Celtic Lament (Foulds).  
Victor Olof Sextet. 1578.

Chorus-Abide With Me (Monk).  
Chorus-Ten Thousand Times Ten Thousand (Dykes).  
Choir of St. Margaret's Westminster. 3491.

Piano Solo-Le Petit Air Blanc (Ibert).  
Piano Solo-Rococo (Palmgren).  
Piano Solo-Organ Solos.

The Swan (Saint-Saens).  
Prelude In E Flat (Saint-Saens).  
Marcel Dupre. 518.

Scherzo (Gigout).  
Bourree (Handel).

## ILLUMINATED BULLET.

### SPORTSMEN NOW ABLE TO "SEE THEIR ERRORS."

The illuminated sporting cartridge, technically known as the "tracer," is the latest British product relating to the science of ballistics.

The "tracer" cartridge is not new to Service ammunition. It was introduced during the European War, and used by the Royal Air Force, and by riflemen and machine gunners. There were also, of course, flaming shells—A-Z shells. In the case of the bullet which was a phosphorescent composition which was ignited by propellant gases. It was the use made of this illuminating device, in peace, which originated the idea to its use for sporting guns.

The behaviour of the pellets in a shot gun charge could not be quite so easily demonstrated as in a Service bullet, but the difficulties have been overcome, and sportsmen may now see their errors and be better able to correct them.

The new cartridge carries in the centre of a shot charge a small tracer pellet, which is ignited by the discharge of the powder charge, and burns brightly for a distance of 75 yards from the muzzle of the gun. The illuminated pellet travels that range, more or less, in the middle of the cone of pellets. Hence the star pellet has traced out the trajectory of the charge.

The use of this tracer pellet in actual game shooting is, of course, not to be suggested. In shooting schools and with clay birds, it may be really useful.

## EASTERN CRUISE.

### LUXURIOUS YACHT MAY COME THIS WAY.

An American yacht, the *Iolanda*, arrived at Calcutta recently from Rangoon. It is said that she was built for Princess *Iolanda* of Italy, by an American multi-millionaire, though the Italian Princess never sailed in her.

The *Iolanda* is now owned by Mrs. Moses Taylor, of New York, and has on board ten passengers, who are visiting the East on a pleasure cruise.

Mrs. Taylor, who is the owner of a large estate on Rhode Island (N.Y.), as well as a villa in Morocco, made the *Iolanda* with her friends, early last November at Monte Carlo, sailing to Naples, thence to Port Said, where they left the ship for Cairo and the tombs of Luxor. They rejoined the vessel at Alexandria, sailing for Suez, Aden, Colombo, Rangoon, then Calcutta.

The *Iolanda* is considered to be the finest ship of her class afloat and carries an all-British crew, numbering 66. She is equipped with oil-driven engines, having a cruising speed of 15 knots, three of the most modern motor launches, the highest powered wireless set, Sperry self-steering machinery and magnificent passenger accommodation.

## PILOTS' GRIEVANCE.

### SERVICES REFUSED BY "FOREIGN VESSELS."

The immunity of foreign vessels from engaging pilots in the navigation of the English waterways was referred to at the annual dinner of the Tugmen's Guild, in London recently.

Mr. G. R. Fone, a Thames waterman, and a tugboat skipper for more than sixty years, referred to the position whereby foreign vessels could enter English ports without employing a waterman, while no British or other foreign vessel might enter a Continental port without employing a pilot, and, even if a pilot was not available, pilage dues had to be paid.

"The action of these foreigners in refusing the services of a Thames waterman as pilot," added Mr. Fone, "is depriving Englishmen of a living. It is a disgrace to our nation."

## EXCHANGE RATES.

	Previous Day.	Yesterday.
1. Paris	123.90%	123.90%
al Geneva	25.14%	25.15%
al Berlin	20.42%	20.43%
ag Oslo	18.15%	18.16%
Helsingfors	18.15%	18.16%
h Athens	37%	37%
h Buenos Aires	34%	34%
h Shanghai	1/2%	1/2%
New York	4.85%	4.861/32
h Amsterdam	12.09%	12.10%
h Stockholm	18.14%	18.14%
h Vienna	34.56%	34.56%
h Madrid	45.15%	45.15%
h Bucharest	37%	37%
h Montevideo	33%	33%
h Hongkong	11%	11%
h Brussels	34.82%	34.82%
h Milan	92.80%	92.80%
h Copenhagen	18.16%	18.16%
h Prague	104%	104%
h Lisbon	108.25%	108.25%
h Rio	4.5/10	4.5/10
h Bombay	1/5%	1/5%
h Yokohama	2/0.18/82	2/0.18/82
h Silver (spot)	12%	12%
h " (forward)	12.18/16	12.18/16
	—British Wireless.	

G. D. Cunningham. 1050.  
March On A Theme Of Handel.  
Gulliver.  
The Pilgrim's Song of Hope.  
Arthur Meale. 1277.  
10.00 p.m. Close Down.

## BOXING

### CITY HALL (TO-NIGHT)

Saturday, 7th February, 1931  
at 9.15 p.m.

### MAIN EVENT

Middle-Weight Championship of the Colony.

### "JOCK" CRICHTON

(SHANGHAI)

Welter and Middle Weight

Champion of the Colony

Versus

A. B. EWING

(H.M.S. KENT)

Imperial Services Middle-Weight

Champion 1928-29

Middle-Weight Champion, Philippines

Booking at Moutrie's—  
For Members of the Hongkong Boxing Association on WEDNESDAY, 4th and THURSDAY, 5th February.

General Public: FRIDAY, 6th and SATURDAY, 7th February.

Rings de Seats \$5.50, others \$3.50 & \$1.10  
Including Amusement Tax.

### INTERPORT SOCCER.

### HONGKONG CHINESE TEAM SELECTED.

The following have been selected to represent the Chinese in the match against Shanghai on February 21, which is one of the series in the interport programme:

Pau Ka-ping (South China); Tam Kong-puk and Li Tin-sang (South China); Leung Yin-chun (South China); Wong Shiu-wa and Lam Yuk-ying (Athletic); Chan Kwong-ju and Suen Kam-shun (Athletic); Fung King-cheung, Lee Wai-tong and Ip Pak-wa.

A friendly match, which will include Chinese and Portuguese "star" players, has been arranged to take place during the visit of the Shanghai Interport. The match will be played on Wednesday, February 25, at Caroline Hill, kick-off at 4.30 p.m. A team of Combined Portuguese will play Combined Chinese, the following being the probabilities:

Combined Chinese:—Chan Shek-pui (Athletic); Leung Yuk-tong (Athletic); Li Tin-sang (South China); Leung Yin-chun (South China); Won Shui-wa (Athletic); Lam Yuk-ying (Athletic); Chan Kwong-ju (Athletic); Suen Kam-shun (Athletic); Fung King-cheung (South China); Lee Wai-tong (South China); Ip Pak-wa (South China). Reserves to be drawn from the two Clubs.

Combined Portuguese (including reserves):—A. Collaco, A. Costa and J. Gutterres (Shanghai); A. Collaco and B. Bardaraco (Macau); A. V. Gosano, B. Gosano, L. Rocha, P. Xavier, R. Silva-Netto, N. Beltrao, S. Souza and A. Ward (Club de Recreio).

### HOCKEY.

### CLUB ELEVEN FOR WEDNESDAY.

The following will represent the Club 1st XI, v. H.M.S. Midway, at U. S. R. C. ground on Wednesday, the 11th, at 5 p.m. prompt:

C. L. Gregory, J. Rodger, A. R. Botelho, L. G. Frost, A. A. Dand, J. E. Noronha, T. J. Price, R. H. D. Wade, R. W. Skippy, C. C. Francis, D. B. Evans.

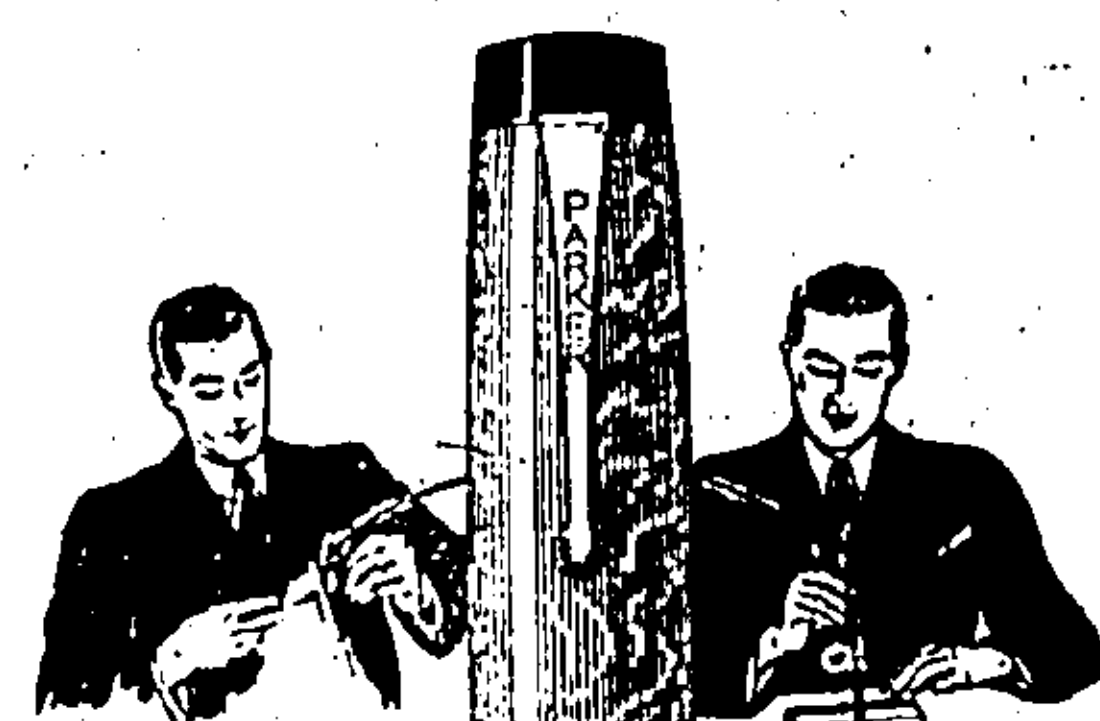
### CIVIL SERVICE TENNIS.

The usual monthly mixed doubles tennis tournament will be held at the Civil Service Cricket Club tomorrow, February 8th. Members wishing to take part are requested to attend at 2.30 p.m.



It takes a well modelled girl to model clothes well.

## Both Pocket and Desk Pen Now In One



As a Pocket Pen

Same Pen converted

Getting the Parker Duofold is now like getting two Pens at the price of one. Attaching a tapered end converts it into a Desk Set Pen. Removing the taper restores it to a pocket pen.

Either way, you save the price of a second pen. You have only one Pen to fill instead of two. And whether you write at your desk or on the go, you always have your favorite point.

You have a non-breakable Permalloy barrel that holds 17.4% more ink than average, size for size—that is jewel-like in lustre, color, and beauty. And most of all—the famous Duo-

fold bonus point that writes with Geo. S. Parker's 47th improvement—Pressureless Touch.

Even at higher prices, other makers have been unable to match this classic. Now that it takes the place of a special pen for the pocket and another for the desk, its sales are soaring beyond all previous heights.

Go and ask the nearest dealer to show how the Duofold is changed back and forth from a Pocket to a Desk Set Pen. If you own a Parker, take it with you. If not, go anyway and see this revolutionary invention.

Sole Wholesale Agents:

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## Every Roof-leak makes a Pocket-leak

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stops both. It stays waterproof and does away with needless expense-bills.

It is made of Trinidad Lake Asphalt—Nature's one perfect waterproofer; made by The Barber Asphalt Paving Company—the largest producers of asphalt and largest manufacturers of ready roofing in the world.

Several weights; in mineral and smooth surface  
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Send us your old clothes



## PENINSULA HOTEL

Friday—February 20, 1931.  
YOUNG FOLKS' SUPPER DANCE

6.30 p.m. to 10.30 p.m.

\$1.50 Per Person.

Under the Auspices  
of the

PAST AND PRESENT PUPILS  
of the  
British Schools, Hongkong.

Admission by Tickets purchasable  
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THE HONGKONG & SHANGHAI HOTELS, LTD.

## MR. CLYNES'S CAR CHASED.

POLICE STOP HIM AND TAKE  
HIS NUMBER.

London, Jan. 5.  
Mr. J. R. Clynes, Home Secretary, and head of the country's police forces, was motoring to Brighton on Saturday when his car:

Collided with a "baby" car;  
Was chased by a Rolls-Royce car for several miles;  
Had its index number taken;  
Was held up by a constable near Crawley.

Mr. Clynes, describing his adventure to a *New-Chronicle* representative last night, said: "I was motoring to Brighton with my wife and sister, Mrs. Parker. We were, I think, somewhere on the London side of Crawley, where the mist was quite thick, when the accident occurred.

"Just as my chauffeur was passing a small car a lorry appeared through the mist, travelling towards us. My chauffeur was forced to edge in towards the near side of the road, and there was apparently a very slight collision between us and the small car.

"It was so slight that no one in my car realised that a collision occurred, and we went on. The paintwork on my car was not even scratched.

"It appears that the driver of the small car stopped and another motorist, who was behind, seemed to have thought that we, too, should have stopped.

"He must have followed us, passed us and given information to the first police officer he saw. Near the outskirts of Crawley we were stopped by a constable, who after taking particulars of the accident, allowed us to proceed."

Constable's Courtesy.

"He did not know who I was, but he was perfectly courteous to my chauffeur. I believe he was later told that I was in the car.

"I was much impressed by the courtesy of the constable and also the efficient manner in which he dealt with the information he received from the other motorist. The incident also showed how public-spirited motorists can assist the police to deal with happenings on the road when no policeman is present.

"I certainly do not mind being stopped. Both the officer and the motorist who gave information to him were only doing their duty."

Mr. Clynes added that the constable was not a member of the new mobile police and appeared to be on his ordinary beat.

## FEWER RAILWAY "SPECIALS."

AEROPLANES TO SAVE  
TIME.

The "special" train, believed of novelists of 20 years ago, and at one time the fastest means of getting from place to place, is no longer in great demand.

The air "taxi" and the modern motor-car have combined to save time on a long journey, and the saving of time was almost invariably the sole justification for the "special."

Before modern transport had reached the stage of really high speed the train was the fastest vehicle in the world and the Harlequin street specialist with a distant urgent case, the business man with a big deal to carry out, the landowner taking a party for a shooting week-end, and others who wanted to get from place to place as quickly as possible, all turned to the railway companies to carry them.

Representatives of the railway companies state that there has been practically no demand of late for the private "special." Special newspaper trains, travelling post offices, beef "specials" from Scotland, turkey "specials" from Norfolk, circus "specials" from London, all were being more and more marketed demanded rapid and cheap transport.

The charge for a "special" is the same on all railways—10s. a mile, single journey; 15s. a mile, double journey; with a minimum charge of £6, plus first-class fare for every passenger with a minimum of eight.

Companies' Views.

Statements from representatives of the different railways are as follows:

Southern—In these days of fast motor-cars, aeroplanes and better ordinary train services, the need for the special train does not arise so frequently.

London, Midland and Scottish—One of the principal reasons for the falling off in demand for "specials" is the fact that the ordinary train services are more frequent than they used to be.

London and North-Eastern—While we still get an occasional order for a special train the demand has fallen. The King and Queen, of course, still have their "special," and we occasionally arrange special trains for parties. Occasionally wealthy foreign visitors like to be able to say that they chartered a special train. We can marshal a "special" to order in less than a quarter of an hour.

Great Western—The habit of ordering a special has dropped out a good deal. There are occasional



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substitute.

A.P.B. 2.

## Don't Under-Value Self

WHY does a man insure his property for its full replacement value yet feel satisfied with a few thousand life insurance often representing at most two or three years' income? The fire policy may become a claim, the life policy must, either by death or maturity. Are you adequately insured?

Enquire to-day

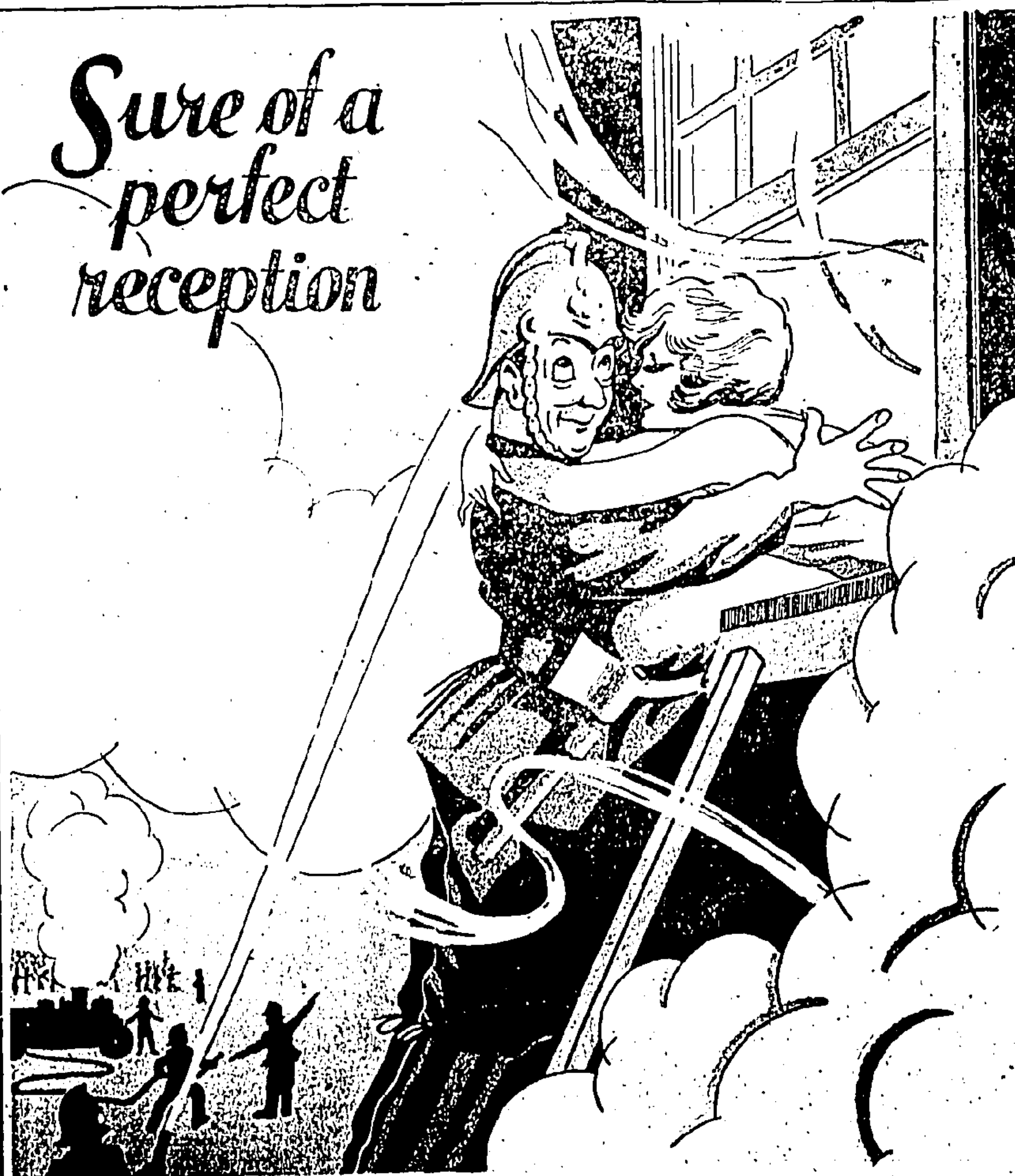
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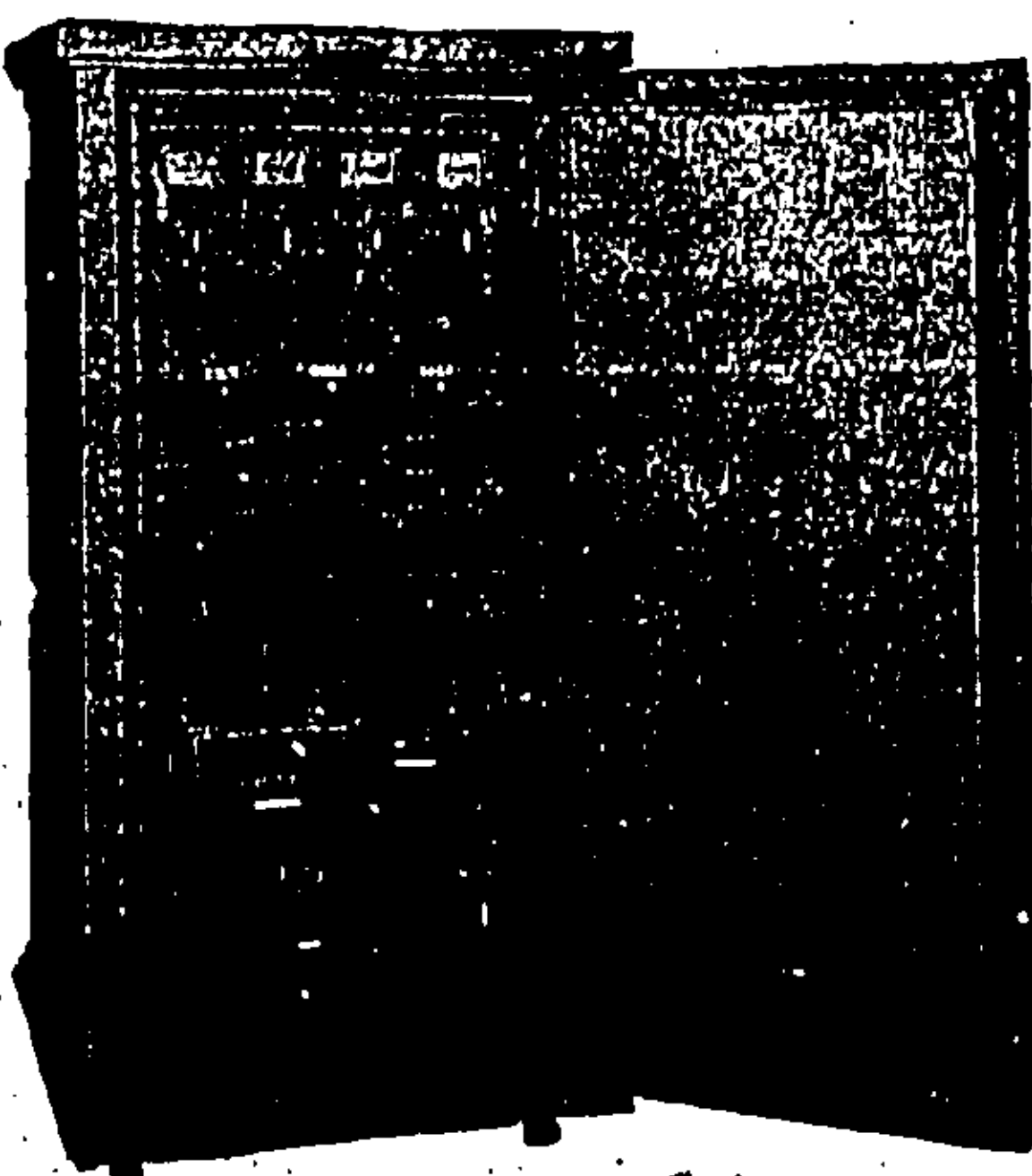
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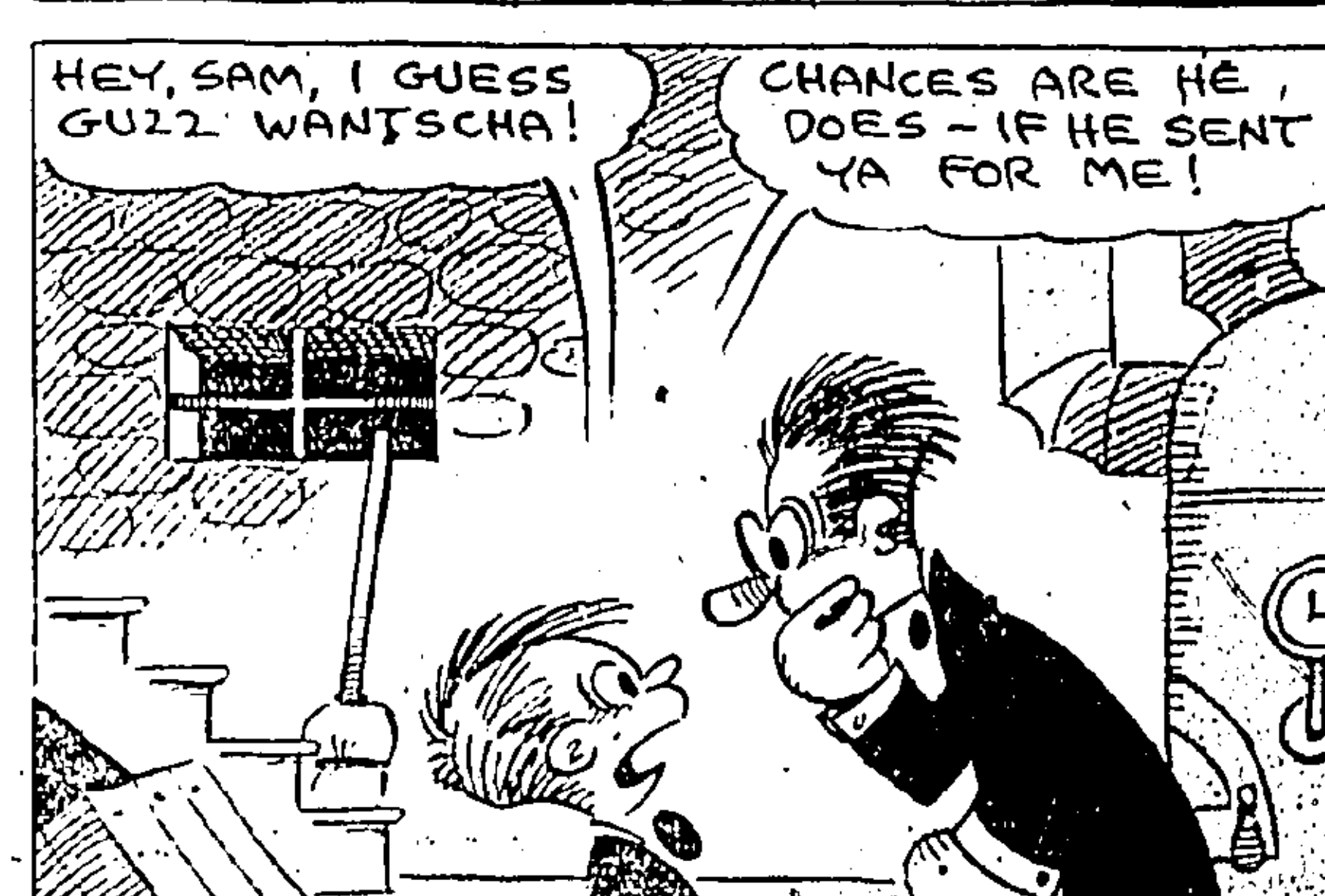
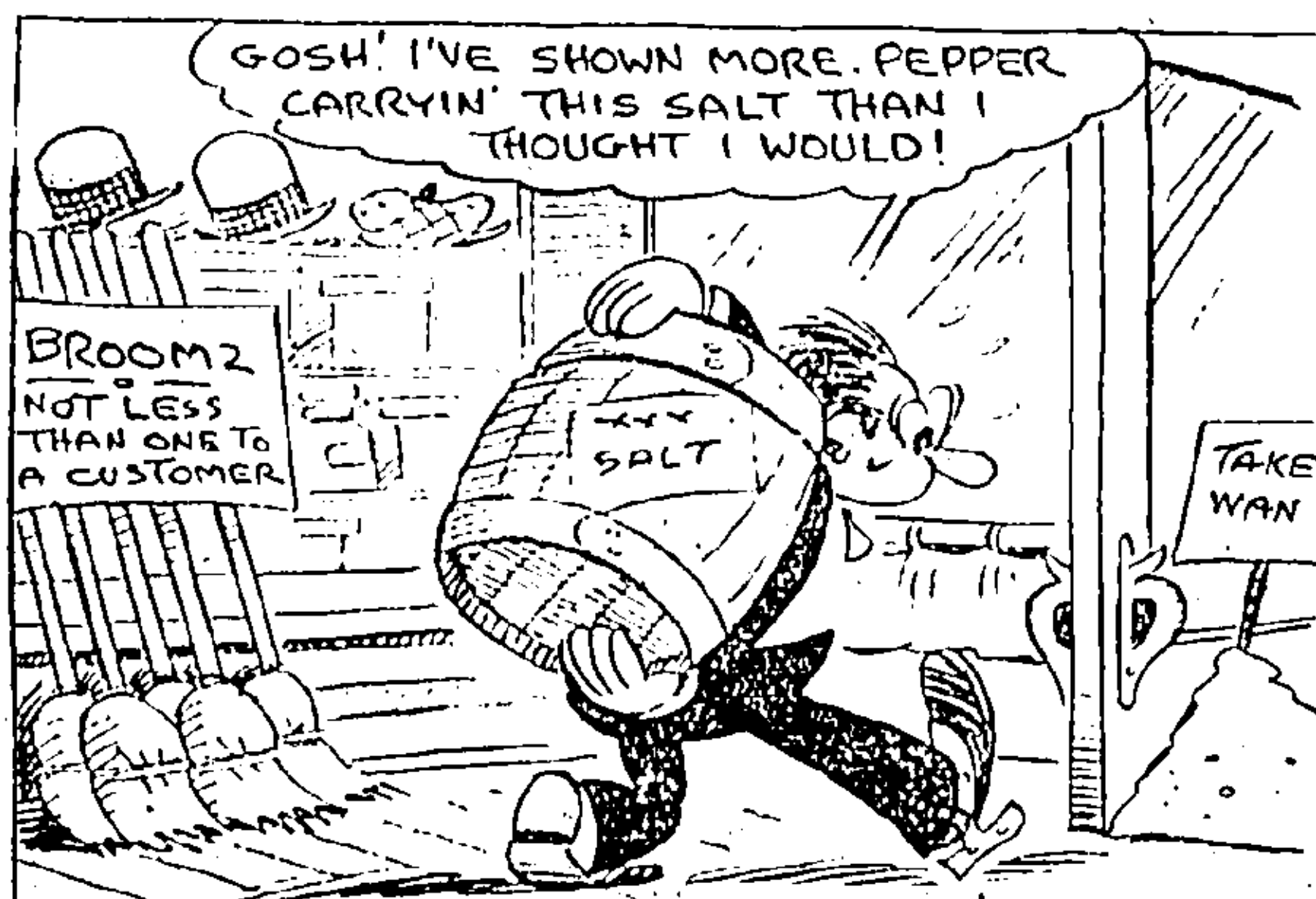
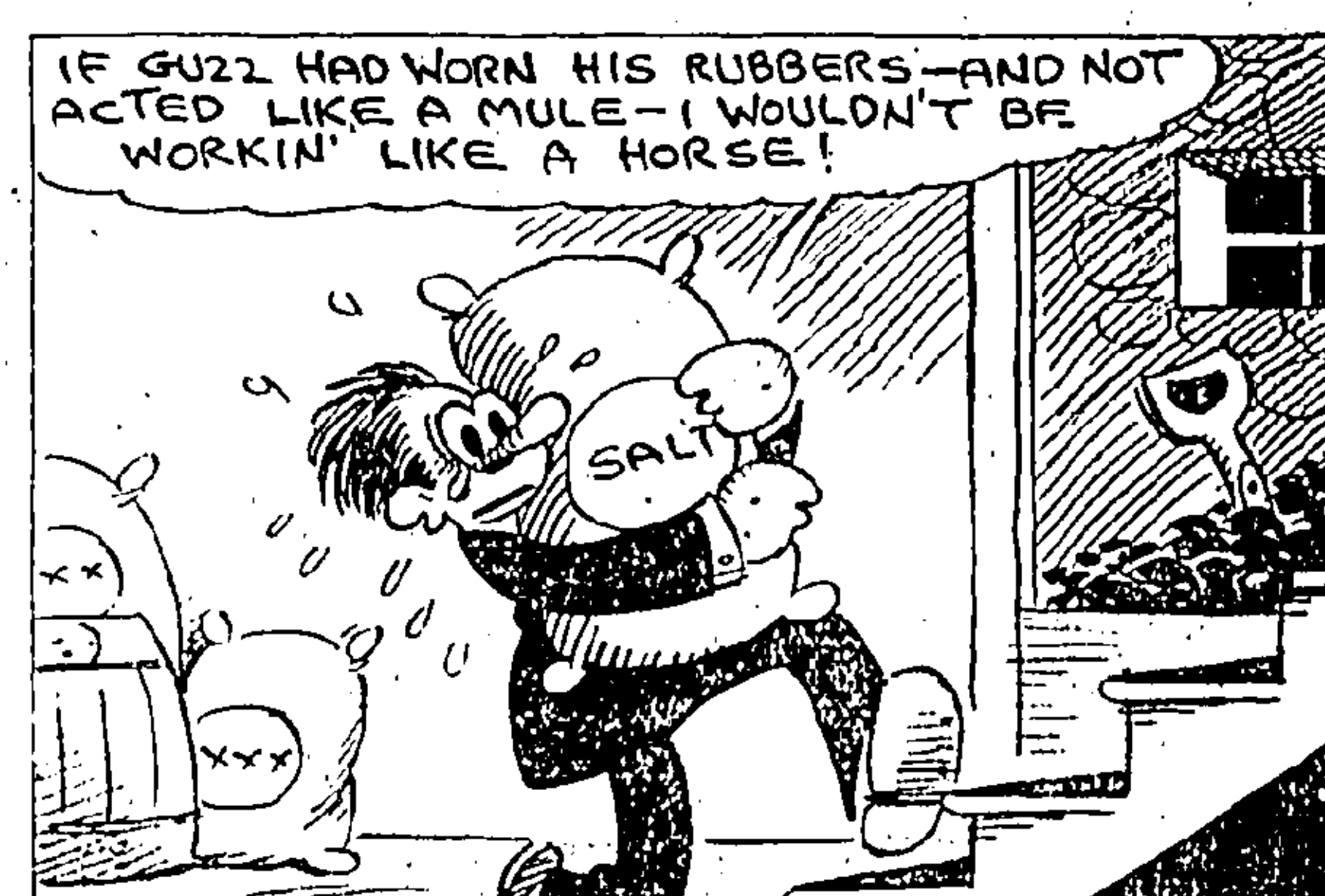
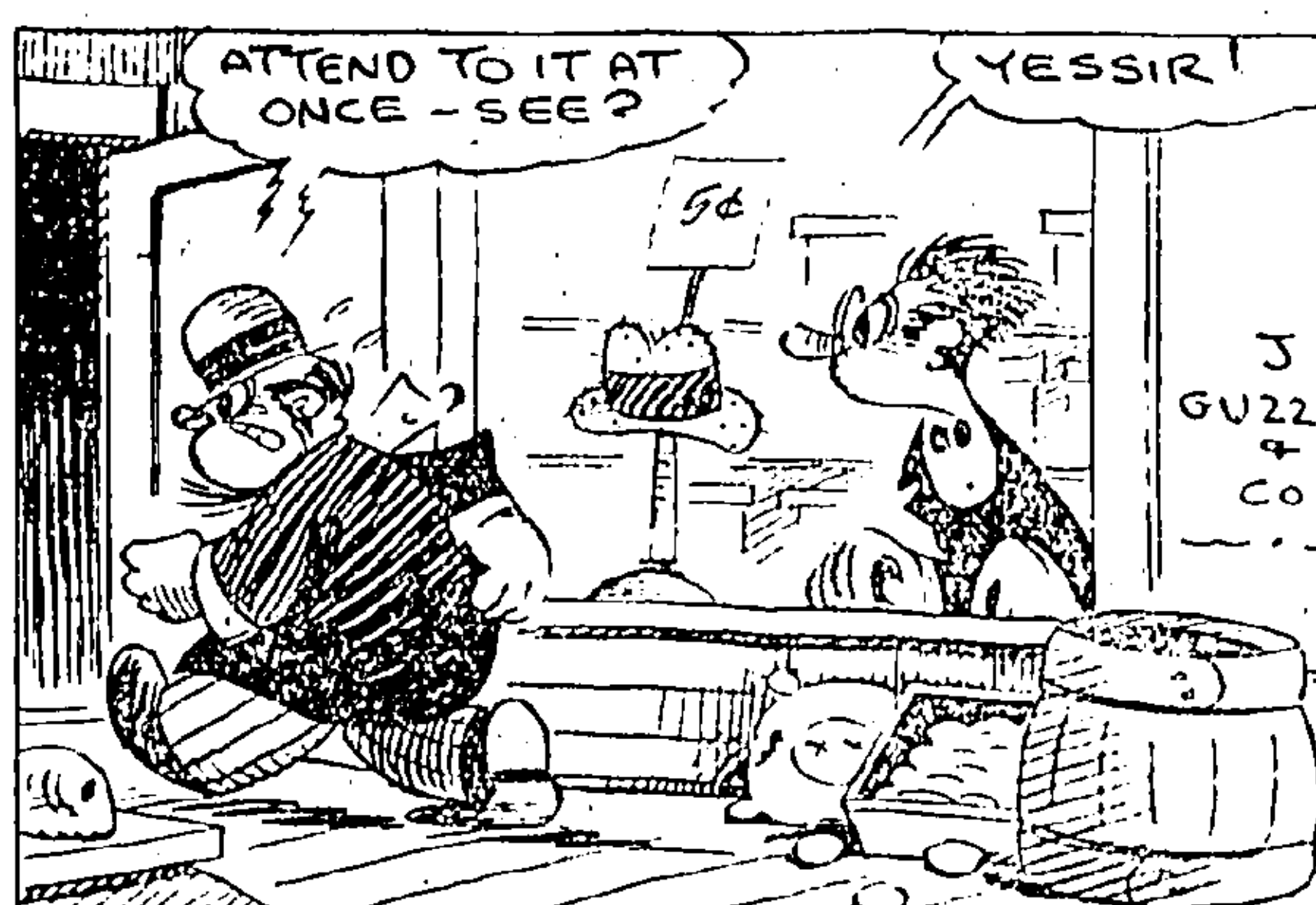
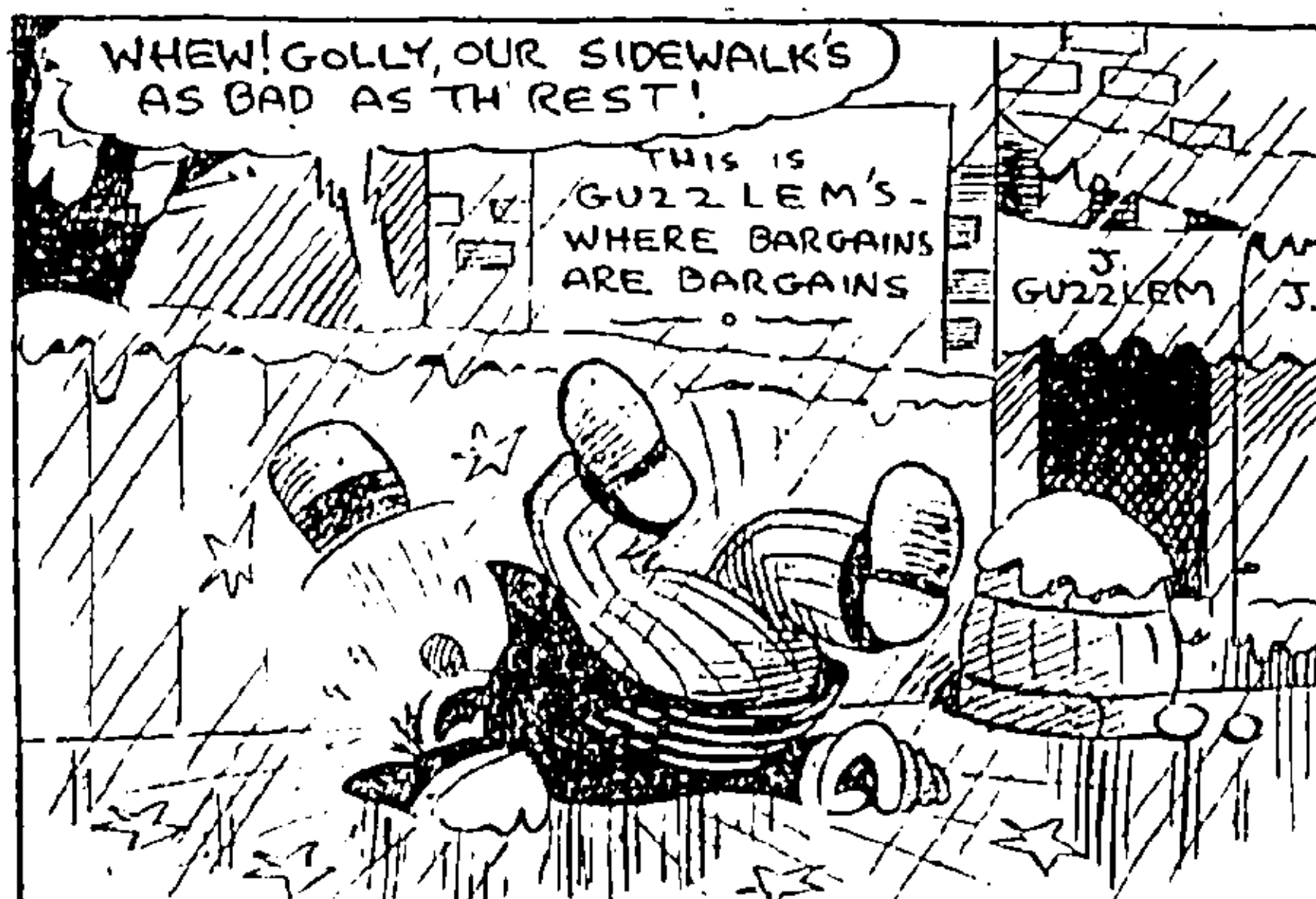
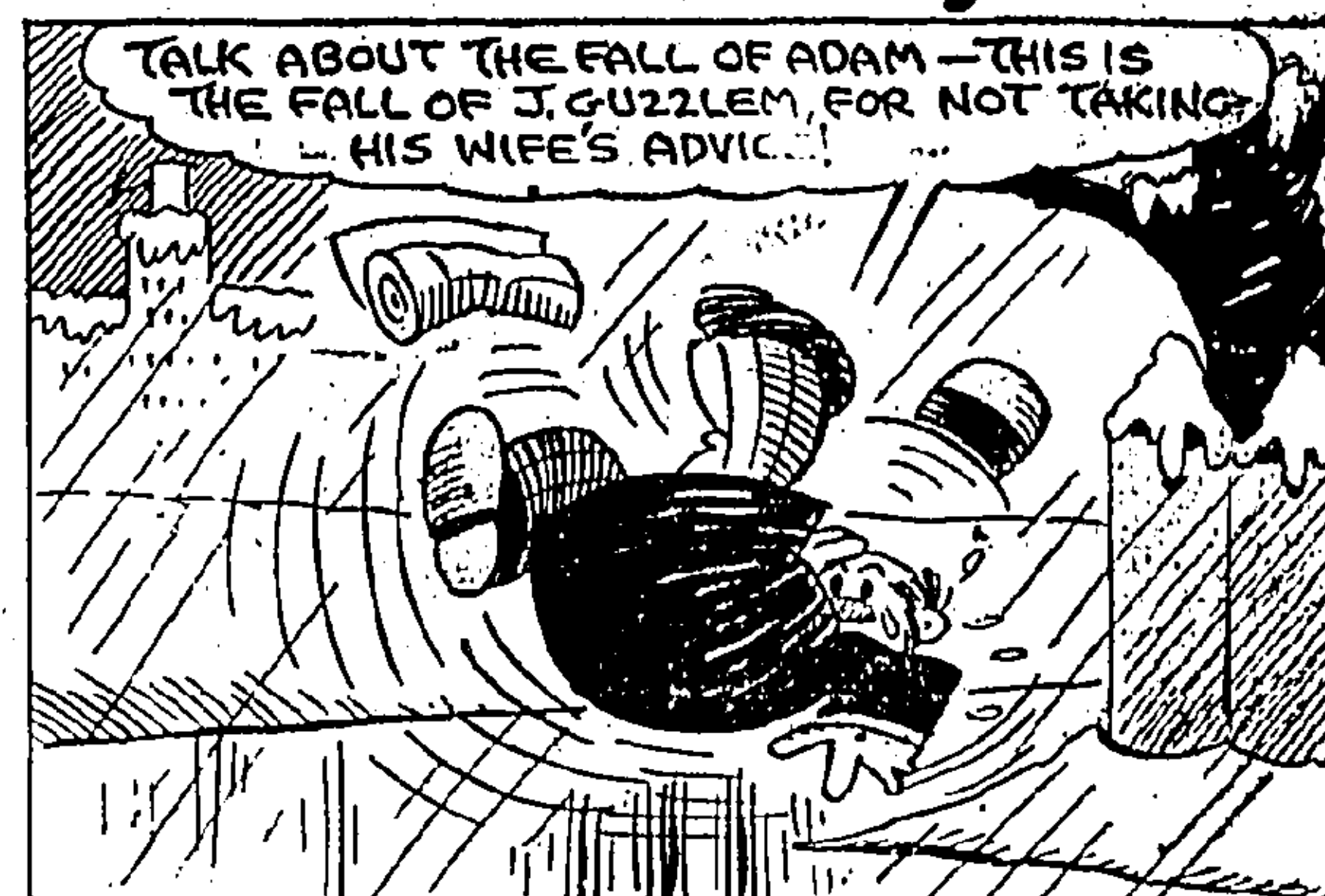
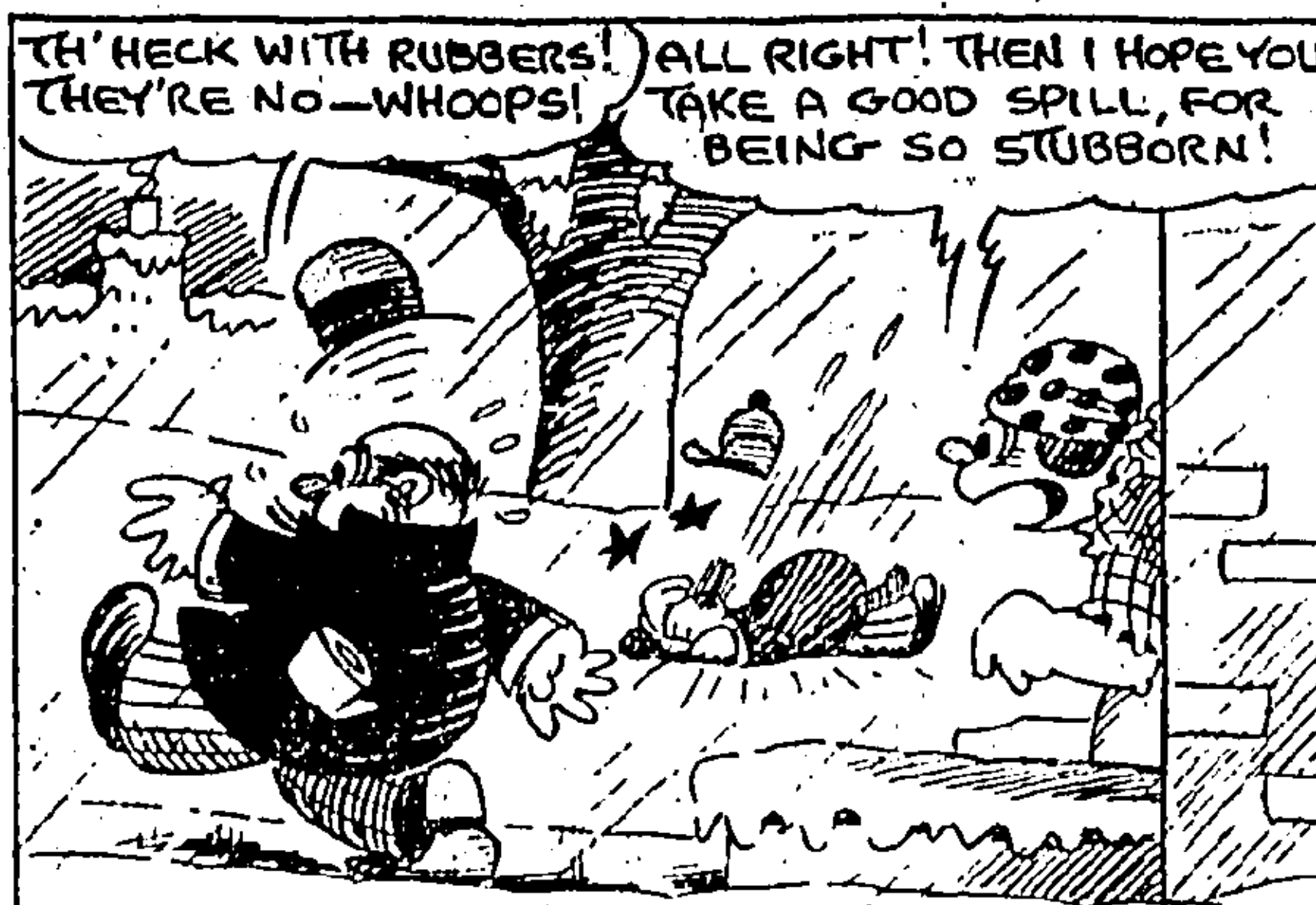
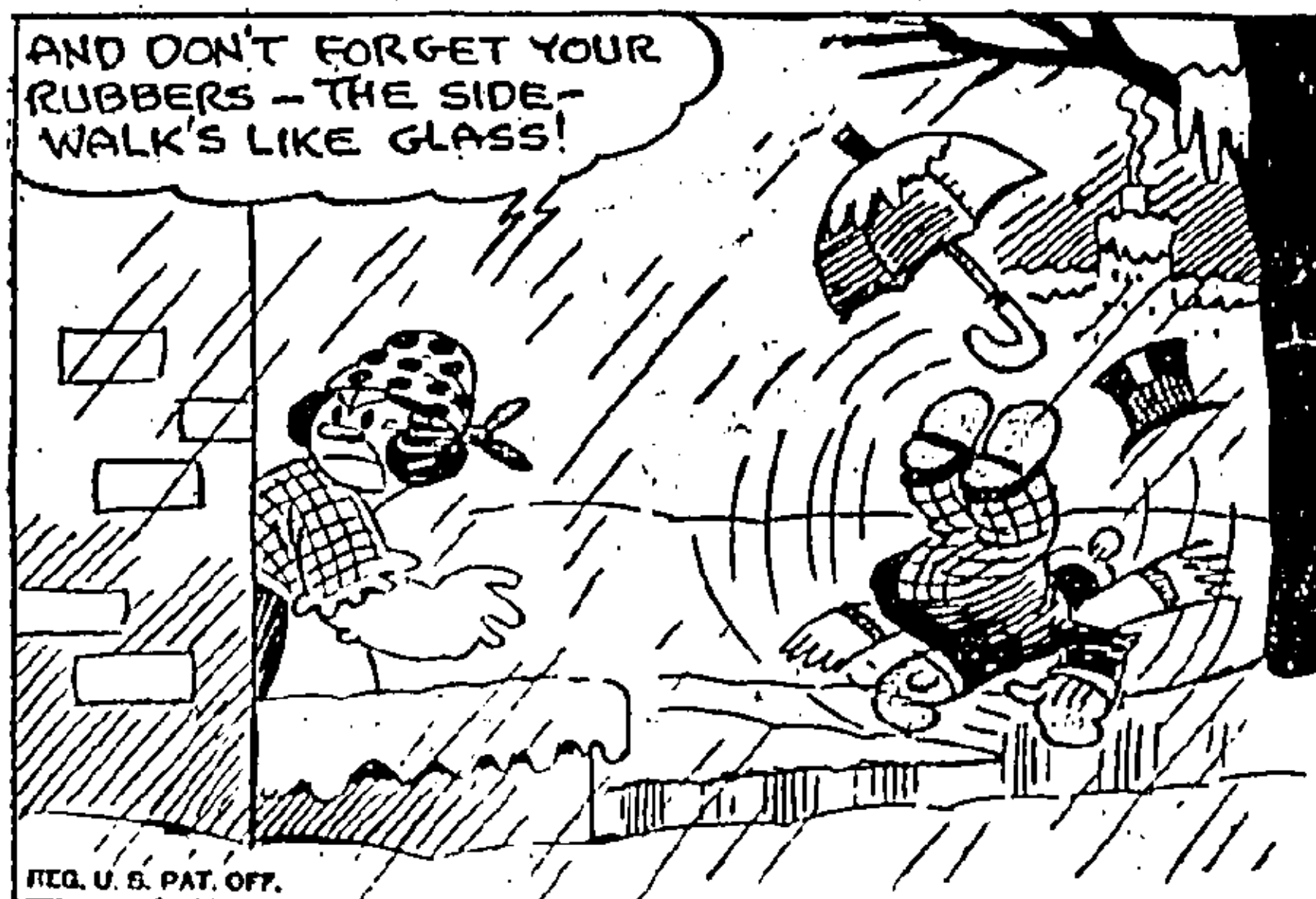
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A Special Purchase  
50 Only

## LADIES' FELT HATS

Absolutely the latest Style. All Colors. This is part of a line that a factory made to keep their hands employed during a dull period, and are considerably less than actual Cost.

SPECIAL PRICE **\$3.95**

WHITEAWAYS  
SLOGAN.

"IT COST LESS AT 'WHITEAWAYS'" was never more true than it is to-day. Quality against quality, price against price, we honestly believe the value we offer is the best obtainable.

CALL  
AND  
INSPECT.

Special Value in Soap  
2,000 Cakes

## TOILET OR BATH SOAP.

We buy this Soap by weight and by so doing get a much finer price from the Manufacturer. Can be supplied in Wallflower, Borlax and Cold Cream, Buttermilk and Old Brown Windsor.

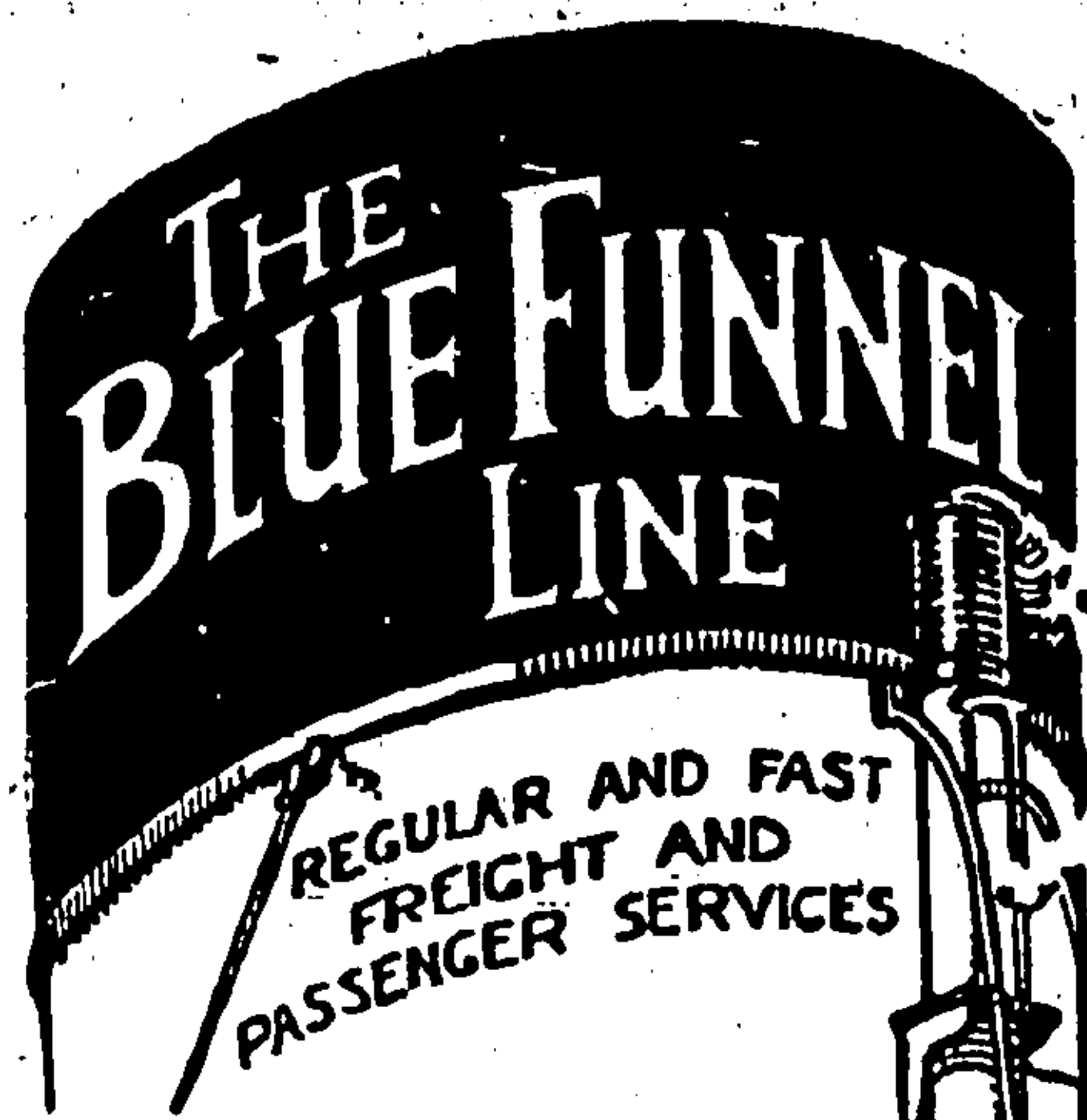
SPECIAL PRICE **\$1.00** for 4 Cakes

WHITEAWAYS THE STORE FOR VALUE HONG KONG.









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MENECLAUS 3rd Mar. For M'lon, Casablanca, L'don, R'dam & Hamburg

**LIVERPOOL SERVICE**  
PELEUS 21st Feb. For Genoa, Havre, L'pool & G'gow  
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**LONDON, MARSEILLES, ANTWERP & ROTTERDAM** via Singapore, Penang, Colombo & Suez.  
Kashima Maru ... Saturday, 7th Feb.  
Yasukuni Maru ... Saturday, 21st Feb.  
**SYDNEY & MELBOURNE** via Manila & Ports.  
Kitano Maru ... Thursday, 19th Feb.  
**BOMBAY** via Singapore, Penang & Colombo.  
Iyo Maru ... Tuesday, 10th Feb.  
Tokai Maru ... Friday, 27th Feb.  
**SOUTH AMERICA (WEST COAST)** via Japan, Honolulu, Los Angeles, Mexico & Panama.  
Heiyo Maru ... Thursday, 5th Mar.  
**SOUTH AMERICA (EAST COAST)** via Singapore, Capetown & Ports.  
Kawachi Maru ... Wednesday, 25th Feb.  
**NEW YORK, BOSTON** via Panama.  
Atago Maru ... Wednesday, 11th Feb.  
Takotoyo Maru ... Sunday, 1st Mar.  
**LIVERPOOL** via Port Said, Constantinople, Genoa & Marseilles.  
Dakota Maru ... Sunday, 15th Feb.  
**CALCUTTA** via Singapore, Penang & Rangoon.  
Nagato Maru ... Sunday, 8th Feb.  
Bengal Maru ... Sunday, 15th Feb.  
**SHANGHAI, KOBE & YOKOHAMA.**  
Suwa Maru ... Saturday, 7th Feb.  
Tsuruga Maru ... Friday, 13th Feb.  
Atsuta Maru (Nagasaki Direct) Thurs. 19th Feb.  
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TO SINGAPORE PENANG & CALCUTTA	Yunsang Kumsang Suisang	Satur. 14th Feb at 3 p.m. Tues. 3rd Mar at 3 p.m. Mon. 9th Mar at 3 p.m.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Suisang	Wed. 18th Feb at 7 a.m.
TO OSAKA via AMOY & KOBE	Hosang Kutrang	Tues. 3rd Mar at 7 a.m. Tues. 17th Mar at 7 a.m.
TO SANDAKAN	Mausang Hinsang	Satur. 14th Feb at noon. Satur. 21st Feb at noon.
TO TIENTSIN via SWATOW & FOCHOW	Cheongshing	Tues. 17th Feb at 7 a.m.

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## THE KWANGSI REDS.

### DEFEAT OF THE BAND LED BY LI MING-SHUI.

Canton, Feb. 6.  
Colonel Tong Fei, of the 3rd Independent Regiment attached to the 8th Route Army, has telegraphically confirmed the report of his troops coming into contact with the Communist-bandits under Li Ming-shui last Wednesday, on the Kwangtung-Hunan border.

The wire says that 4,000 Reds who had surrounded Linhsien for several days withdrew on the 2nd to Ngam Chen Hu, on the southern Hunan border, upon learning of the arrival of Government troops, who succeeded in following them up on the 3rd. Under pressure, the bandits were compelled to yield ground and retreated to Yenkw and Mul-fah-hu, where they attempted to make a stand.

The troops launched a fierce attack on the outlaws, who offered stubborn resistance. Many charges were made by the regulars, and after a five hour battle, several hundred bandits, including one bandit colonel and two majors, were killed. In addition, a machine-gun, two field pieces and hundreds of rifles were captured by the Government troops, who however, suffered 100 casualties, in view of the severe engagement.

This is regarded as a final blow to the Communist-bandits under Li Ming-shui, the majority of whom were rounded up, the rest having individually dispersed to the neighbouring villages, concludes the wire.—Canton News Agency.

## GANDHI WORRIED.

### DOUBTS IF FREEDOM HAS FOLLOWED CONFERENCE.

London, Feb. 6.  
The News Chronicle publishes a cablegram from Gandhi at Allahabad in which he declares:—

"I am unable to pronounce a final opinion on the Round Table Conference, but what worries me is the look of things here. If the conference really offered freedom to India, the reaction should have been felt here. On the contrary however, I find that the black repression continues unabated.

"Unprovoked assaults on innocent citizens still continue, and respectable people are being summarily, and without apparent reason, deprived of their immovable and movable property by mere executive action. A procession of women was forcibly dispersed and they were seized by the hair and kicked with boots.

"A continuance of such repression would make the Congress co-operation impossible, even if other difficulties were overcome."—Reuter.

### Statement by Delegates.

Bombay, Feb. 6.  
A statement signed by 26 Indian States and British Indian delegates to the Round Table Conference, who arrived to-day, says that Sir Tej Sapru, Mr. Jayakar and Mr. Sastri will see Gandhi as early as possible.

It hopes that Congress leaders and others will make a solid contribution to completion of the present skeleton scheme.—Reuter.

## CONGRATULATIONS TO VICE-CHANCELLOR.

### UNIVERSITY HONOURS SIR WILLIAM HORNELL.

There was a large and happy gathering in the Great Hall of the University yesterday afternoon, when a tea party was given by the University Union in honour of the Vice-Chancellor, Sir William Hornell, in connexion with the Knight-hood bestowed upon him by His Majesty, the King. Those present included His Excellency, Major General J. W. Sandilands, who was accompanied by Capt. Cameron.

During the course of the party, selections were rendered by the band of St. Louis Industrial School, the programme including Quick Marches, waltzes, a Symphony and Mazurka.

Mr. Chung Hok-nang, President of the Union, said that it was his privilege to speak on behalf of the Undergraduates of the University and offer their hearty congratulations to the Vice-Chancellor for the honour which had been conferred upon him.—(Applause). He continued that he had the greatest pleasure in doing so as the conferment had given the greatest satisfaction to students of the University.—(Applause).

Great Satisfaction.  
Mr. Chung went on to say that it had also given great satisfaction to those who were interested in the University. Sir William Hornell's success had greatly reflected upon the name of Hongkong University.—(Applause). He could assure Sir William that the students had rejoiced over the matter even more than they had rejoiced over his success, three months ago, in obtaining a share of the Boxer Indemnity Fund, although, unfortunately, that money would not be available for some time.

In conclusion, Mr. Chung wished the Vice-Chancellor every honour and success in the future.—(Applause).

In reply, Sir William Hornell thanked them for the party and for the hearty welcome they had given him. He added he was glad that they regarded his Knight-hood as an honour to the University also, because that was the way in which he liked to look at it, although he had been so busy since it was conferred that he had not had time to feel what it was like to be a Knight.—(Applause).

He went on to say he hoped before many months had passed that they would receive the cheque from His Majesty's Treasury—money which they badly needed. He hoped that they would make good use of it when they received it. He expressed thanks to the students of the University for the splendid way in which, through all the difficulties of the last six years, they had played the game.—(Applause).

In conclusion, he said that he had found a copy of an old prayer, which was discovered some time ago at Chester Cathedral, England. He would read it to them as his message for the afternoon, because it conveyed what he wished for all of them, from the Vice-Chancellor to the newest Freshman. It was as follows:—

Give me a good digestion, Lord,  
And also something to digest.  
Give me a healthy body, Lord,  
And sense to keep it at its best.  
Give me a healthy mind, good Lord,  
To keep the good and pure in sight,  
Which seeing sin is not appalling.  
But finds a way to set it right.  
Give me a mind that is not bored.

## H.K. AND S. BANK.

### A PROFIT OF NEARLY \$21,000,000.

A profit for the year of nearly \$21,000,000 is revealed in the Report of the Directors of the Hongkong and Shanghai Banking Corporation which is to be submitted to shareholders at the annual meeting to be held on February 23.

The Report states:—  
The net profits for the year, together with \$3,387,477.70, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts and contingencies, amount to \$24,114,208.68.

The Directors recommend the transfer of \$600,000 from the Profit and Loss Account to the Silver Reserve, which will then stand at \$10,000,000.

They also recommend writing off Bank Premises Account the sum of \$1,000,000.

After making these transfers, deducting the Interim Dividend of 23 per share, paid on 11th August last, viz.:—\$480,000 @ 1/3½ = \$7,432,268.00, and remuneration to Directors, there remains for appropriation \$15,131,950.62, out of which the Directors recommend the payment of a Final Dividend of 23 per share, viz.:—\$480,000 and a Bonus of £1 per Share, viz.:—\$160,000 amounting in all to \$640,000 which, at 1/1½, the rate of the day, will absorb \$11,702,857.14.

The Balance \$3,429,093.38 to be carried to New Profit and Loss Account.

The Sterling equivalents of the Assets and Liabilities are shown at 1/1½, the rate ruling on the last day of the year.

Directors.—The Hon. Mr. C.G.S. Mackie has been elected Chairman for the year 1931, and the Hon. Mr. J. J. Paterson has been elected Deputy Chairman.

During the year Mr. B. D. F. Beith and Mr. W. L. Pattenden resigned their seats on leaving the Colony and the Hon. Mr. J. J. Paterson and Mr. G. Miskin were invited to join the Board.

These appointments require confirmation at this meeting. Mr. J. A. Plummer, Mr. B. Lander Lewis and Mr. T. E. Pearce retire in rotation, but being eligible for re-election, offer themselves accordingly.

Auditors.—The Accounts have been audited by Mr. C. Bernard Brown, A.C.A. and Mr. John Fleming, C.A., who offer themselves for re-election.

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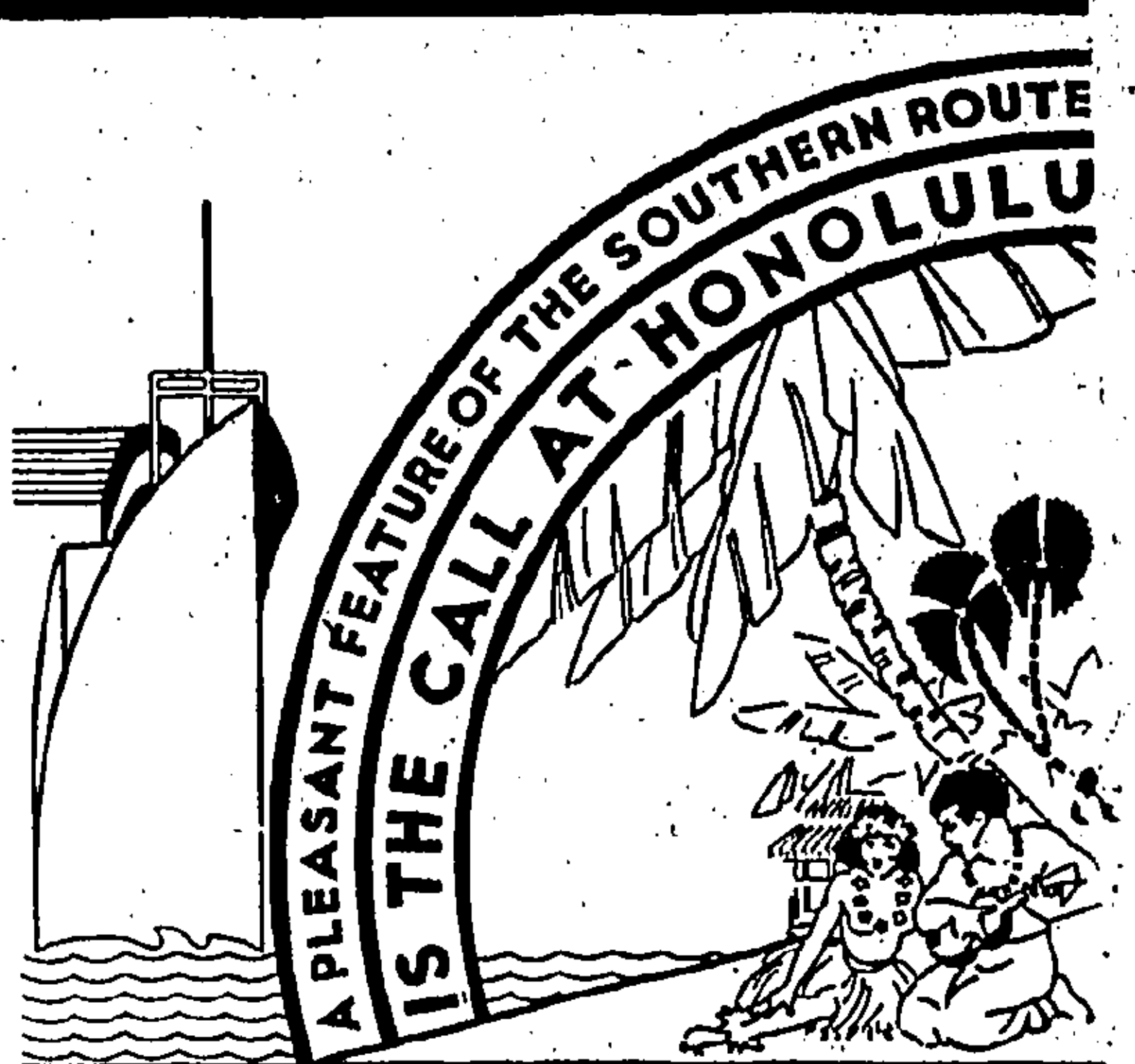
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Steamship "CARNARVONSHIRE" ... 27th Feb.  
Motor Vessel "GLENBEG" ... 27th Feb.  
Motor Vessel "GLENLUCE" ... 16th Mar.  
Motor Vessel "GLENAMOY" ... 30th Mar.

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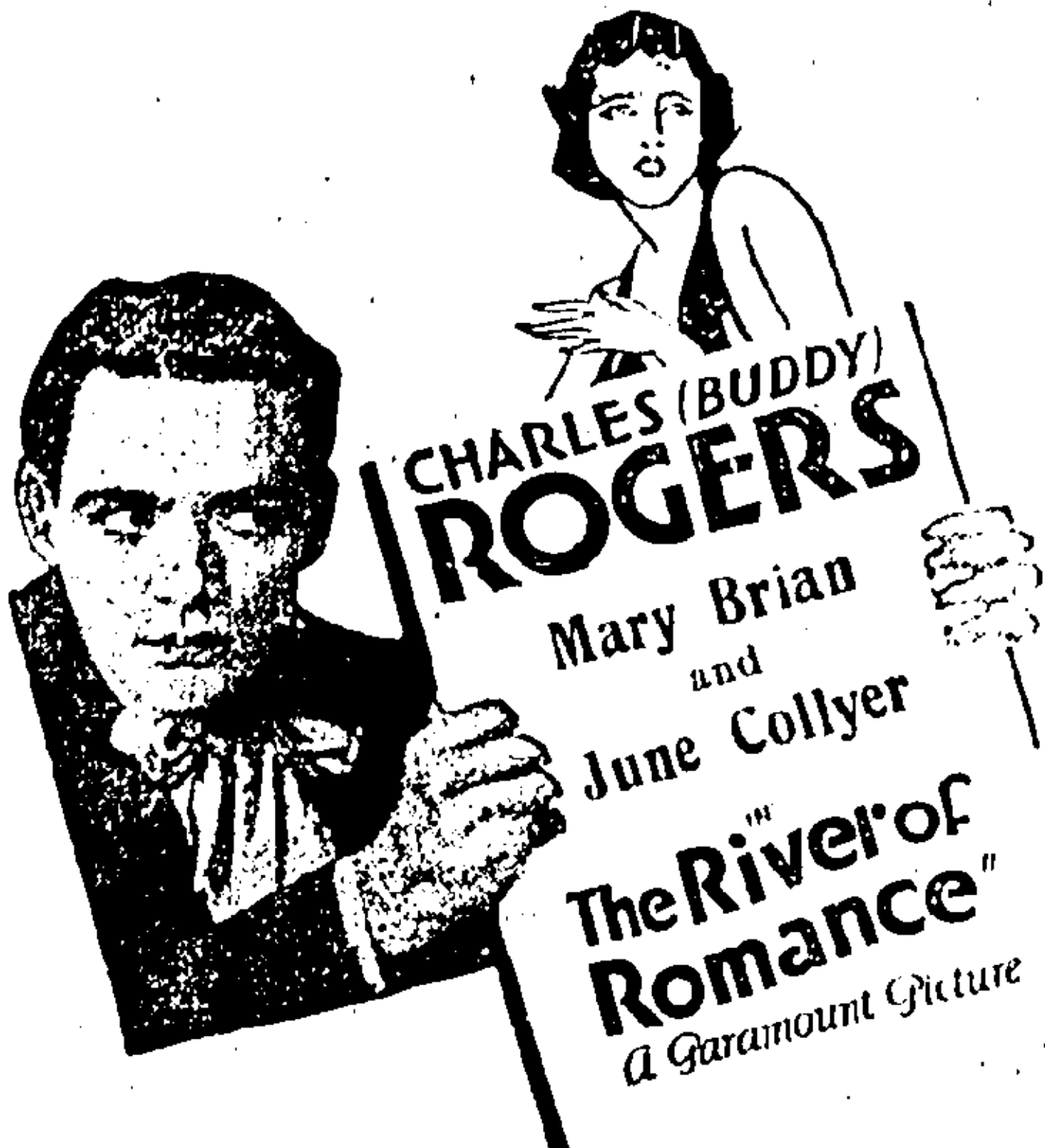




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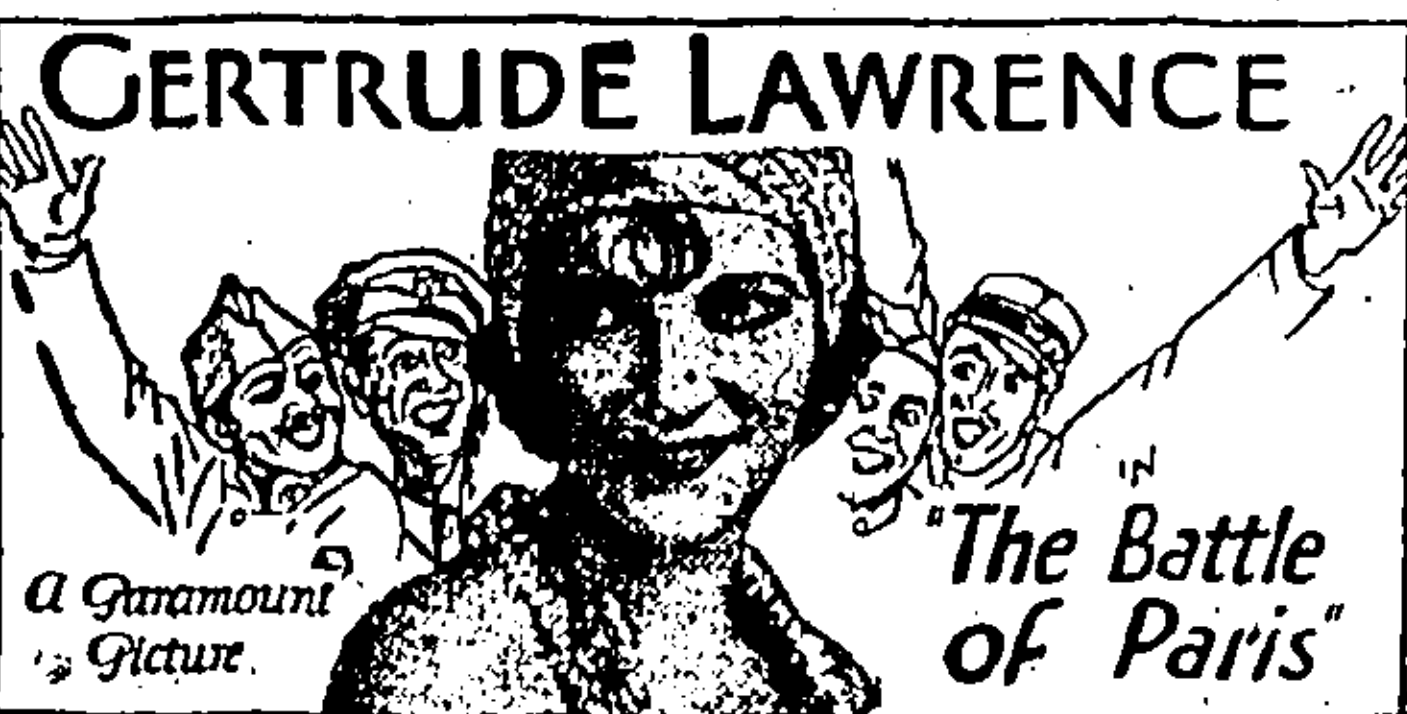
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### NEW SHIPS.

THE JAVA CHINA LINE'S  
TJISADANE.

On December 20th the motor passenger and cargo vessel "Tjisadane," built for the Java-China-Japan Line by the Netherland Shipbuilding Co. (N.V. Nederlandsche Scheepbouw-Maatschappij) was launched. The principal dimensions are: Length 458ft. 4in., breadth 62ft., depth 38ft. 6in., draft 20ft., displacement 10,150 tons. By six bulkheads the ship is divided into seven compartments, and the double bottom running the whole length of the ship is arranged for carrying water ballast. Accommodation has been arranged for 40 passengers first-class, 42 passengers second-class, and 90 passengers third-class. The propelling machinery consists of a Wapacop diesel engine of 5,400 s.h.p., which will give the ship a speed of 18½ knots.

Printed and Published for the Proprietors by FREDERICK PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria Hongkong.

### ECONOMIC MISSION.

SIR ERNEST THOMPSON PAYS  
OFFICIAL VISITS.

Having recovered from indisposition, Sir Ernest Thompson, Chairman of the British Economic Mission to the Far East, accompanied by the Principal Secretary (Mr. T. St. Quintin Hill) paid an official visit yesterday morning to the Chairman of the Hongkong General Chamber of Commerce and China Association—Hongkong Branch—(the Hon. Mr. C. Gordon Mackie). Subsequently Sir Ernest Thompson and Mr. Hill visited the Chairman of the Chinese Chamber of Commerce, Mr. Li Yick-mul, who was accompanied by the Vice-Chairman (Mr. Chau Yue-tou) and the Secretary (Mr. Chan Heung Pak).

### FANLING RACES TO-MORROW.

LADIES' EVENT ONE OF THE FEATURES.

(By "Ringtail.")

Although the weather is a little cloudy at the moment, some enjoyable sport should be seen at Fanling to-morrow, and a big crowd is sure to turn up to this popular venue.

Fields may be on the small side in some of the events, but this will be compensated for by the quality of the new entrants. The course could not possibly be in better condition, this being due to the light rains which have fallen during the last week.

A ladies' race will figure as one of the tit-bits of the meeting, and a very exciting finish should be seen, when some of our lady champions will be out to see who is the premier rider.

Mr. Stanton's Christmas Frolic should bring his master home in the hurdle race, as he is a firm jumper and can stay well.

My selections are:

1st Race.

Fanling Stax.  
Fernleaf.  
Duke of Nieglung.

2nd Race.

San Francisco.  
As You Like It.  
Blue Boy.

3rd Race.

Christmas Frolic.  
Young Pretender.  
Sergeant Murphy.

4th Race.

Sunning.  
Done Again.  
Hartford.

5th Race.

Chemal.  
Country Club.  
Big Ching.

6th Race.

Christmas Belle.  
Marquis Hall.  
Diana.

### PERSIAN WITHOUT PASSPORT.

TO BE EXPELLED FROM COLONY.

Sherriff Ahmed, described as a Persian, but who addressed the Court in Russian, appeared before Mr. Williams at the Central Police Court this morning on a charge of failing to have a valid passport.

Detective Sergeant Whant informed his Worship that the defendant possessed a Chinese passport issued by the Chinese authorities for one year, but it had expired.

In reply to his Worship, the defendant remarked that he did not have enough money to renew his passport.

It was stated by the police officer that the accused had come from Canton and was arrested at the Tokyo Hotel.

On the prosecution asking for a heavy penalty, his Worship sentenced the defendant to three months' hard labour, to be followed by expulsion from the Colony.

### BANK RETURNS.

NOTE & SPECIE FIGURES FOR JANUARY

The return of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st January, 1931, as certified by the Managers of the respective Banks are:

	Average	Specie
Chartered Bank	21,339,418	7,000,000
Hongkong Bank	112,703,442	80,000,000
Mercantile Bank	5,485,224	1,350,000
Total	139,528,084	88,350,000

\*In addition Sterling Securities are deposited with the Crown Agents valued at £1,325,100.

†In addition Securities deposited with the Crown Agents and Straits Government valued at £2,032,618.

‡In addition Securities deposited with the Crown Agents valued at £180,000.

### TENDERS ACCEPTED.

LATEST GOVERNMENT NOTIFICATIONS.

The Gazette notifies that the Government has accepted the following tender:

Motor spirit. P.W.D.—A.P.C. (for six months).

Clothing. H.K.V.D.C.—Suey Fung.

Boats, H.K.V.D.C.—Fook Sing.

Construction of vehicles ferry berthing, Kowloon.—Woo Hing.

Improving existing main roads for motor traffic, Kowloon.—Young Fat & Co.

Supply of prisoner provisions.—Hop Kee.

Cleaning Typewriters.—Ramsey & Co.

### FINANCE CRISIS IN AUSTRALIA.

CONFERENCE PRACTICALLY ENDS IN FIASCO.

SCORN OF EXPERTS.

Canberra, Feb. 6.

Australia's finances are in a precarious state and a conference called to-day for the purpose of tackling the problem ended, more or less, in fiasco.

Mr. Scullin, the Federal Prime Minister, painted an extremely gloomy picture of the state of the country's finances in the inaugural speech at the "afternoon," which was a conference of Federal State Ministers, who assembled with the object of considering a three-years' plan for rehabilitation.

Mr. Scullin said that some experts estimated that the total fall in the national income was at least £100,000,000. It was, therefore, essential to form a plan to deal with the short-term overseas debt which would be £55,000,000 at the end of February.

This sum, he added, was exclusive of the annual liability overseas of £34,000,000 in interest, which, owing to the unfavourable exchange, had been augmented by £10,000,000.

The Conference broke down before lunch.

Mr. Scullin refused to allow the expert officials committee to submit recommendations as he objected to their dictating Government policy. Mr. Scullin further said that no plan should include wage cuts.

The Premier of New South Wales, Mr. Lang, went further and said that he intended to raise wages.

The net result is that the Conference is without a plan and there is no chance of the Ministers agreeing upon one.—*Reuter*.

### The Expert Plan.

The report of the experts committee warns the various governments that the position is becoming increasingly serious and declares that the reality of public and private adversity must be faced.

The committee estimate that the deficits of all Australian Governments next year will be £25,000,000 unless remedial action is taken.

The experts point out that Australian stocks are now at a lower price in London than the stocks of South American republics.—*Reuter*.

### PLIGHT OF THE TEA INDUSTRY.

PLAIN TALKING AT LONDON MEETING.

London, Feb. 6.

Presiding at the annual meeting of tea-buying brokers, Mr. J. J. Bunting expressed the opinion that the tea industry to-day was nearer to ruin than at any time in its history.

The causes included the folly of over-producing and lack of vision on the part of Growers' Associations with regard to their dealings with Russia eighteen months ago, when some 40,000,000 to 50,000,000 lbs. of tea might have been taken off the London market.

Other reasons were the selling broker who served successfully two masters, and the antiquated methods of marketing tea in England.—*Reuter*.

### PRINCES FLY OVER THE PANAMA CANAL.

FIRST ROYALTY TO MAKE THE FLIGHT.

London, Feb. 6.

The Prince of Wales and Prince George aboard the liner *Oropesa* arrived at Cristobal, Panama, this morning.

The Princes motored to Francefield, on the Atlantic side of the Canal Zone, and flew to Paitillafield on the Pacific Side, being the first Royalty to fly over the Canal.

The Princes called on the President of Panama and the Commanding General and Governor of the Canal Zone, and afterwards lunched with the British Minister.

After passing through the Canal, the liner will make for Salara on the north coast of Peru.—*British Wireless*.

### DRIZZLE OR MIST.

The local weather forecast for noon to-morrow is:—N.E. winds, strong; generally overcast; some drizzle or mist.

### MR. BALDWIN'S LOVE OF RURAL BEAUTY.

HARESFIELD BEACON FOR THE NATION.

Mr. Baldwin, on behalf of the National Trust, on a recent Saturday attended the dedication for the use of the public of Haresfield Beacon, a spur of the Cotswold Hills, near Gloucester, once a Roman watch station.

The ceremony of handing over the title deeds to Mr. Baldwin was performed by Lord Dickinson of Paiswick.

In accepting them, Mr. Baldwin spoke of his great love for "the unequalled, unexampled, and unparalleled beauty of the English countryside."

"We have become largely an urban folk," he continued, "but there lies deep down in the hearts, even of those who have toiled in our cities for two and three generations, an ineradicable love for country things and country beauty. To them the country represents eternal values and traditions from which we must never allow ourselves to be separated."

"We have to protect the countryside until such time as the education of our people has taught all to love the country in their hearts and soul. Modern transport has enabled all kinds of goods to be taken out of the district where they are produced and transferred into other portions of England. Our countryside owes its beauty to the fact that in the old days people were only able to build their houses, farms, and cottages of materials which belonged to the district, and which harmonised with the landscape until it made that perfect complete and unified whole which we love so much in all parts of the country."

"If a man wanted to build in the Cotswolds he used Cotswold stone. You can never see those abominations of red tile or Welsh slate. It is not a question of age that makes buildings harmonious with the landscape. It is a question of using the materials that look at home and not alien. It is because it cultivates that eye for beauty, that sense of rest and peace, that we rejoice that a place like this will be preserved for ever."

### MR. HOOVER HITS BACK

SENATE DEMAND REFUSED.

Washington, Jan. 11.

President Hoover showed once again over the week-end that he is prepared to fight back vigorously whenever challenged by the Senate. Yesterday he met the Senate's attempt to force the dismissal of three recently appointed Power Commissioners with a blunt refusal to return their nominations.

"I am advised," the President declared, "that these appointments were constitutionally made and that reconsideration by the Senate would be ineffective to disturb the appointments in their offices. I cannot admit the power of the Senate to encroach upon executive functions."

The only way in which Congress could take constitutional action would be by impeachment proceedings.

The Federal Power Commission was established in 1920 to supervise hydroelectric power plants and was originally formed of three members of the Cabinet who were unable to devote sufficient time to the work. Mr. Hoover decided to create an independent commission of five members whose nominations were approved by the Senate before the Christmas recess.

The first act of the new Commission was to dismiss three subordinates who had failed to work harmoniously together. Two of these were in sympathy with the views of Senators belonging to the insurgent Republican-Democrat group, who, after protracted debate, secured a 44 to 37 majority for demanding the recall of the nominations of the commissioners responsible for the dismissals.

The President denounced attempts which had been made during the Senate debate to make him appear as the tool of the so-called Power Trust, whose sinister influence upon the Government will be heard of with increasing frequency as the 1932 election campaign draws near.

After receiving the President's message the Senate decided, by a 36 to 23 vote, to reconsider nominations.

The health bulletin for Eastern ports, covering the week ending January 31, reports:—Plague:—Baghdad, 3 cases, (2 deaths); Bassorah, one case; Colombo, 1 (1); Bangkok 4 (8); Phnom Penh 2 (2); Cholera—Calcutta, 24 (10); Madras, seven deaths; Nagasaki, one death; Pindicherry, 3 (3); Hilo, 2 (2); Bangkok, 1 case; Phnom Penh, 2 (2); Small-pox—Bombay, 2 (1); Calcutta, 40 (29); Cochín, 3 cases; Karachi, 2 (1); Madras, 3 cases; Penang, 2 (1); Shanghai, four deaths; Greater Shanghai, 0 (1).

## AMUSEMENTS OF HONGKONG.

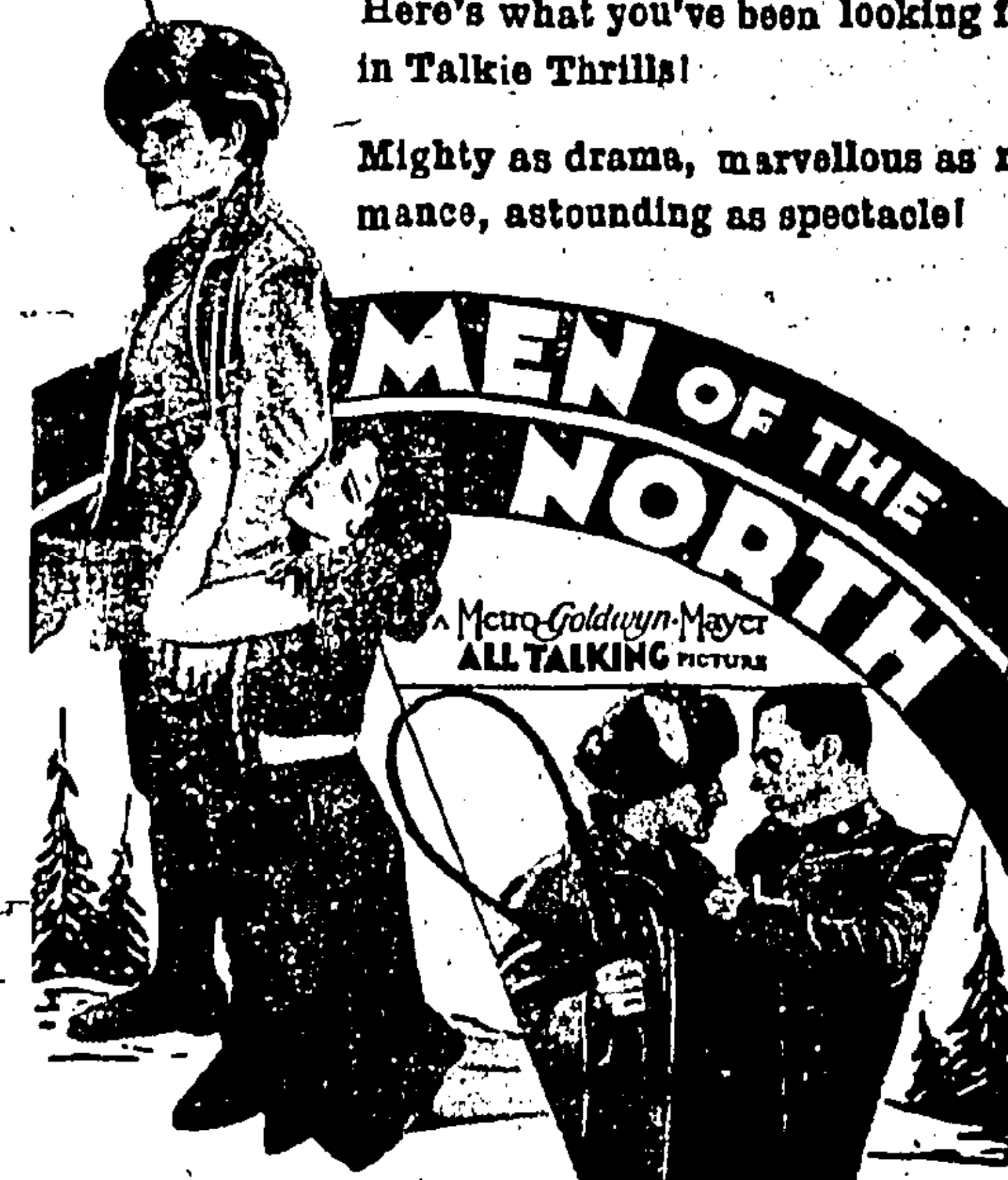
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Cunning as a Fox . . . .

He stole, he cheated, he fought—for love!

Here's what you've been looking for in Talkie Thrills!

Mighty as drama, marvellous as romance, astounding as spectacle!



COMEDY  
HARRY LANSDON  
in  
"The SHRIMP"  
IT'S A S REAM

HEARST  
METROTONE NEWS

with  
GILBERT ROLAND  
BARBARA LEONARD  
ARNOLD KORFF  
Directed by  
HAL ROACH

SPECIAL ADDED ATTRACTION

GUS EDWARD'S COLOURTONE REVUE

"CLIMBING THE GOLDEN STAIRS"  
featuring CHARLES KING  
TO-MORROW



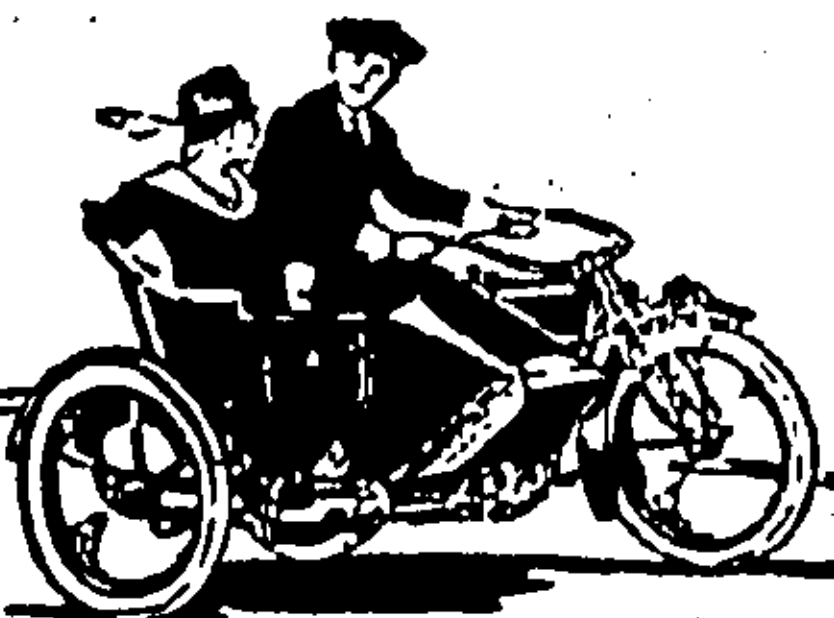
TEMPLE TOWER

LAURA LA PLANTE

"The LAST WARNING"  
AT THE STAR FINAL SHOWINGS TO-DAY At 2.30, 5.10, 7.15 & 9.20



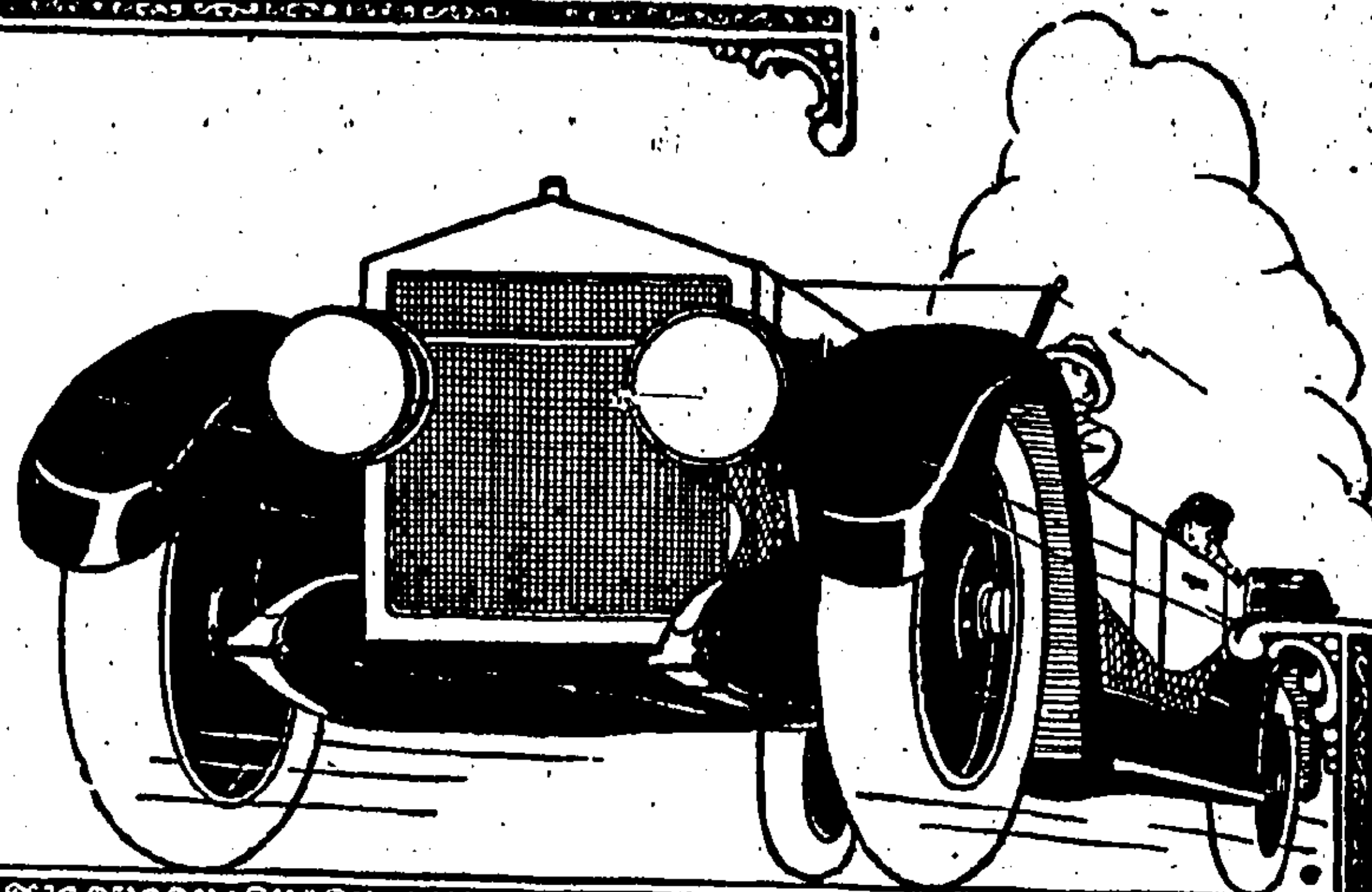
# MOTORING SUPPLEMENT



OF  
THE HONGKONG TELEGRAPH

SATURDAY, 7th. FEBRUARY, 1931.

Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.



## HONGKONG MOTOR ACCESSORY COMPANY

specialise  
in all kinds of  
ACCESSORIES  
and  
SPARE PARTS  
Electric horns. Body polish  
Brakelining. Hand jacks  
Lamp bulbs. Foot pumps  
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Ac., Ac., Ac., Ac.  
"GORMAN"  
and  
"LUCAS"  
storage batteries  
suitable for all motorcars, cycles  
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ALL AT ATTRACTIVE PRICES  
Call and inspect.  
Bank of Canton Bldg. Tel. 20577.

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THE HONGKONG AUTOMOBILE  
ASSOCIATION

A Few Advantages:—  
10% Off Motor Car Insurance  
Free Legal Advice.  
Reliable Drivers Supplied  
Free Mechanical Advice  
Reduced harbour transport charges  
Associate Membership of the  
R. A. C. and A. A. London.

B. D. EVANS  
Hon. Secretary.

C/o "Hongkong Telegraph"

## NOTICE

TO  
ADVERTISERS  
All advertising to be  
inserted in this Motor  
Supplement, must be  
delivered not later  
than 2 p.m. on the  
Wednesday of the  
week of publication.

## NEW DESIGNS.

### Buick's Bold Step.

When entirely new designs are  
adopted by the average motor  
manufacturer, the changeover  
from the old to the new is almost  
invariably gradual. The new is  
generally at first offered for sale  
as an additional model to those  
with which the firm has made good  
its reputation and time allowed for  
the gradual disappearance of the  
latter from the catalogue as a  
measure of precaution. The new  
car may not be a success, either  
mechanically or financially, and  
the policy of transferring all the  
eggs simultaneously to one basket  
is never absolutely safe.

The makers of the Buick have  
taken the bold step of dropping all  
the six-cylinder models which  
have for so long been familiar to

## CURRENT COMMENT

### An Unusual Request.

We understand that the In-  
spector-General of Police has in-  
vited the Automobile Association  
and the Chambers of Commerce to  
bear the cost of the traffic beacon  
near the Hongkong Cricket Club  
Ground, a matter of some £70 or  
so. We cannot quite appreciate  
the reason for such a request,  
neither can we see why the or-  
ganisations concerned should be  
approached in the matter. Surely  
it is up to the Government to pro-  
vide such modern necessities at its  
own cost without having to re-  
course to the issuing of ap-  
pels for free appliances. We  
can imagine some manu-  
facturers of signals and beacons being  
quite willing to quote a specially  
low price, or even donate a few free  
samples in the interest of future  
trade, but we cannot agree that the  
Authorities should ask various sec-  
tions of the community to bear the  
cost of modern improvements and  
safety devices. There is no telling  
where this sort of thing might not  
stop. After all, motorists pay  
taxes which are supposed to cover  
such expenditure.

### Learners' Area.

A contemporary appears to be  
under the mistaken impression that  
Happy Valley is still used as a  
"learning area" for people taking  
up motor driving. This was stop-  
ped many months ago, the district  
where lessons may be taken being  
in the vicinity of Sookampoo, Vic-  
toria Rd., Caroline Hill Rd., and  
Kotewall Rd. After a learner's  
licence has been in force for some  
time, permission is granted to drive  
anywhere between the hours of 6  
a.m. and 9 a.m., and in the evenings  
from 7 p.m. to 10 p.m.

### Lower Albert Road.

The work of raising the channels  
along the Lower Albert Road, from  
the Dairy Farm Corner to just be-  
yond the junction with Upper Al-  
bert Road is practically completed  
at the time of writing these notes,  
and an excellent job has been made  
of it. Previously, the falling cam-  
ber to the channels was a real source  
of danger, and a number of mis-  
haps were probably due to it, es-  
pecially in wet weather. The work  
has been carried out with the min-  
imum of delay, and traffic has been  
able to use the road during the time  
the work has been in progress.

### Dairy Farm Corner.

The corner at the Dairy Farm is  
not only difficult to negotiate, but  
definitely dangerous, and it would  
be a good idea to take in a piece  
of the land on which the Bishop's  
House is built. A few feet off the  
bank, which is of little use as a  
garden, would effect improvement,  
and we imagine that the owners of  
the property would be only too will-  
ing to co-operate with the Govern-  
ment in the matter. The land is  
of little value, that is to say, the  
handing over of the slice required,  
would scarcely affect the value of  
the site, and those who made it  
possible, would be doing a most com-  
mendable public service, probably  
saving serious or fatal accidents  
in the future. We earnestly hope  
that this suggestion will be adopted.  
Similarly, a few feet taken from  
the foot of Government House  
Grounds at the junction of Lower  
and Upper Albert Roads, would ef-  
fect another much needed improve-  
ment.

British owners and substituting  
lights, and if one can judge from  
the showing on the road of the  
cheapest of the whole series their  
courage is likely to be rewarded.  
"I cannot recall," writes a critic,  
"any instance so striking of  
general all round improvement  
over previous design as is to be  
found in this new Buick. It is  
absolutely different car from its  
predecessors, with a different  
character and different perform-  
ance."—The Observer.

## TROLLEY BUSES.

No Trams in England  
in 10 Years.

### EXPERT'S VIEW.

Mr. R. H. Wilkinson, General  
Manager of the Bradford Tram-  
ways, has predicted that there will  
be no more trams in England in  
ten years. There are no trams  
in Wolverhampton, but there is a  
system of trackless trolley  
omnibuses that is the envy of  
Municipalities everywhere.

Twenty-five years ago the  
Wolverhampton Corporation Tram-  
ways ran a motor omnibus, and in  
placing into service the first  
pneumatic tired six-wheeled  
trolley omnibus in the world, the  
town maintained its reputation for  
transport enterprise. The Trans-  
port Committee to-day operates  
the largest fleet of trolley buses in  
England, and the Mayor of  
Wolverhampton—Councillor Allan  
Davies, who is Chairman of the  
Transport Committee—says that  
Municipalities throughout the  
country and indeed throughout the  
world who are thinking of replac-  
ing their tramways have sent  
Deputations to Wolverhampton to  
examine and report on the new  
type of trolley bus which is  
standardised in Wolverhampton.

The Mayor says, "The operat-  
ing costs of trolley omnibuses are  
less than those of petrol omnibuses.  
Last year's (1929) accounts show  
a reduction of 2d. a mile in favour  
of the trackless trolley. During  
the first complete year since the  
inauguration of trolley buses the  
trolley vehicles carried 23,175,938  
passengers and the omnibuses  
16,522,399, the gross profit on  
trolley vehicles being £75,271, and  
on omnibuses £26,236, a total of  
£101,508, which is a good return  
on the outstanding capital account  
of £366,000."

Mr. Owen Silvers, General  
Manager and Engineer, says, "It  
was found that we could scrap the  
tramway track and pay a sub-  
stantial amount towards the re-  
construction of the road and in-  
stitute a system of trolley buses  
for about half the cost of laying  
a double tramway track."

## VIBRATION FATAL.

Do Not Neglect Undue  
Shaking.

### REPAIR COSTS.

Automotive engineers have  
spent years in their efforts to  
reduce vibration to a minimum  
and in this respect, the cars  
of to-day, are as different  
from the cars of a few years ago as  
a farm wagon is from a pullman  
car.

"The motorist who carefully seeks  
out the cause of vibration and re-  
medies it immediately will save him-  
self a lot of repair bills later on,"  
states Mr. F. A. Hill of Duro  
Garage, Fisk Tire Dealer. "Wheels  
out of alignment are a common  
cause of vibration and unless ad-  
justed by an expert in regard to  
"caster," "caster" and "toe-in,"  
will be apt to lead to the need of  
new king bolts, tie bolts and spring  
shackles to say nothing of the  
damage that will be done to the  
tyres."

"In the well balanced smooth-run-  
ning motors of to-day, seemingly  
insignificant things can contribute  
to vibration," continued Mr. F. A.  
Hill. "Sometimes the bolts holding  
the engine-clutch-transmission units  
to the frame become loosened, or  
the fan may become out of balance  
due to the bending of one of the  
blades. Gas leakage may give one  
cylinder weaker impulses than  
others. A bent driving shaft, loose  
top and many other things cause  
vibration and for best service from  
your car and from your tyres all  
causes of vibration should be check-  
ed early and corrected as soon as  
possible."

## ROYAL COMMISSION ON TRANSPORT.

Tramways Out of Date.

### MOTOR TAXES FOR THE RATES.

Far-reaching recommendations for the national co-ordination of  
all forms of transport are included in the final report of the Royal  
Commission on Transport. They include:  
Rationalisation of road transport.  
Methods to secure increased use of railways for freight  
traffic to prevent unfair competition by road vehicles.  
Cheaper freightage rates.  
Trackless trolley-cars or omnibuses in the suburbs of London  
in substitution for tramways with lines which are  
out-of-date.

Among the Commission's recom-  
mendations are:

That a special system of licensing  
should be instituted for all long dis-  
tance road haulage vehicles;

That the four railway groups  
should co-operate more closely in  
providing a better service without  
duplication or undue delay when  
passengers or goods change from  
one line to another;

That the railway companies  
should work more closely with  
road, canal, and sea transport,  
and that these services should be  
co-ordinated in every way  
possible;

That in the provinces and the  
suburbs of London trackless tram-  
way-cars or omnibuses should,  
where possible, be substituted for  
the old-fashioned tramways with  
lines;

That more use should be made of  
the canal system, and that special  
consideration should be given to  
the needs of the farmer for  
marketing his goods quickly and at  
an economical rate.

The report is signed by all the  
members of the Commission,  
presided over by Sir Arthur  
Griffith-Boscawen, as were the two  
former reports, most of the  
recommendations of which have  
been included in the Roads Traffic  
Act.

### Rationalisation.

Long-distance road transport  
vehicles are defined as those which  
travel more than 30 miles from  
their home town.

The name of the town of origin  
would be painted on the vehicles  
to enable them to be recognised.

This step would be  
preliminary to the rationalisation  
of road transport, which at present  
is in the hands of hundreds of  
firms.

Methods, it is understood, will be  
suggested for securing increased  
use of the railways for freight  
traffic, instead of the roads.

It is urged that the present use

of road vehicles for the conveyance  
of heavy goods not only competes  
unfairly with the railways, but is  
also the cause of considerable  
damage to the road surfaces.

There is strong mention of the  
fact that the Commission considers  
that tramways are out of date, and  
that the lines are a danger to the  
motorists, while an important sec-  
tion of the report will deal with the  
need for the revision of freightage  
rates, and the system under which  
they are operated by the railway  
companies.

### Motor Taxation.

An important recommendation is  
foreshadowed with regard to motor  
taxation. The commission is satis-  
fied that motorists are paying their  
fair share towards the £60,000,000  
a year which the roads of the coun-  
try cost. It is understood, however,  
that it is critical of the diversion  
of a third of the money to the  
national exchequer, and favours the  
whole of the sum paid by motorists  
going to the relief of ratepayers  
for the maintenance of the roads.

On the subject of canals, the  
commission regards a certain  
number as still useful and necessary,  
and recommends that they should  
be amalgamated and put under a  
public trust analogous to the Port  
of London Authority.

In connexion with the co-ordina-  
tion of the means of transport, it  
is understood that there will be  
published with the report sugges-  
tions by three of the members—  
Sir Robert Donald and the Labour  
representatives, Mr. F. W. Galton  
and Mr. William Leach, M.P.

They propose the creation of a  
public transport trust on the lines  
of the National Electricity Board.  
This trust would have power to  
buy up every description of trans-  
port—railways, omnibuses, tram-  
ways, canals, and so on—and  
manage them for the public, paying  
fixed interest on the capital involved  
but not making any other definite  
profit.

## 1931 HARLEYS

Another Shipment 1931  
Harley-Davidson Combinations.

DUE FEBRUARY 13th.  
Per the "President Polk."

SEE THE NEW MODELS EARLY.

The Gascon Motor Co.  
2, KWONG WAH ROAD. KOWLOON.  
Tel. 58242

## MOTOR UNION

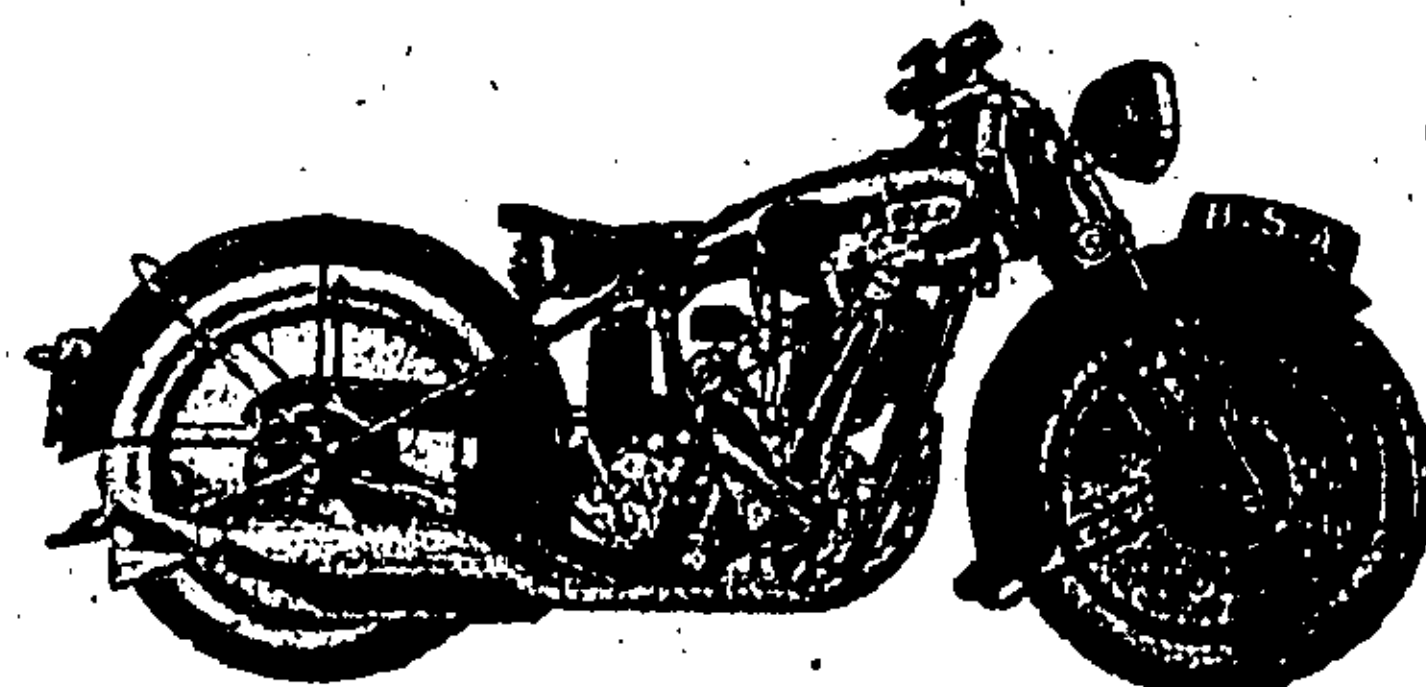
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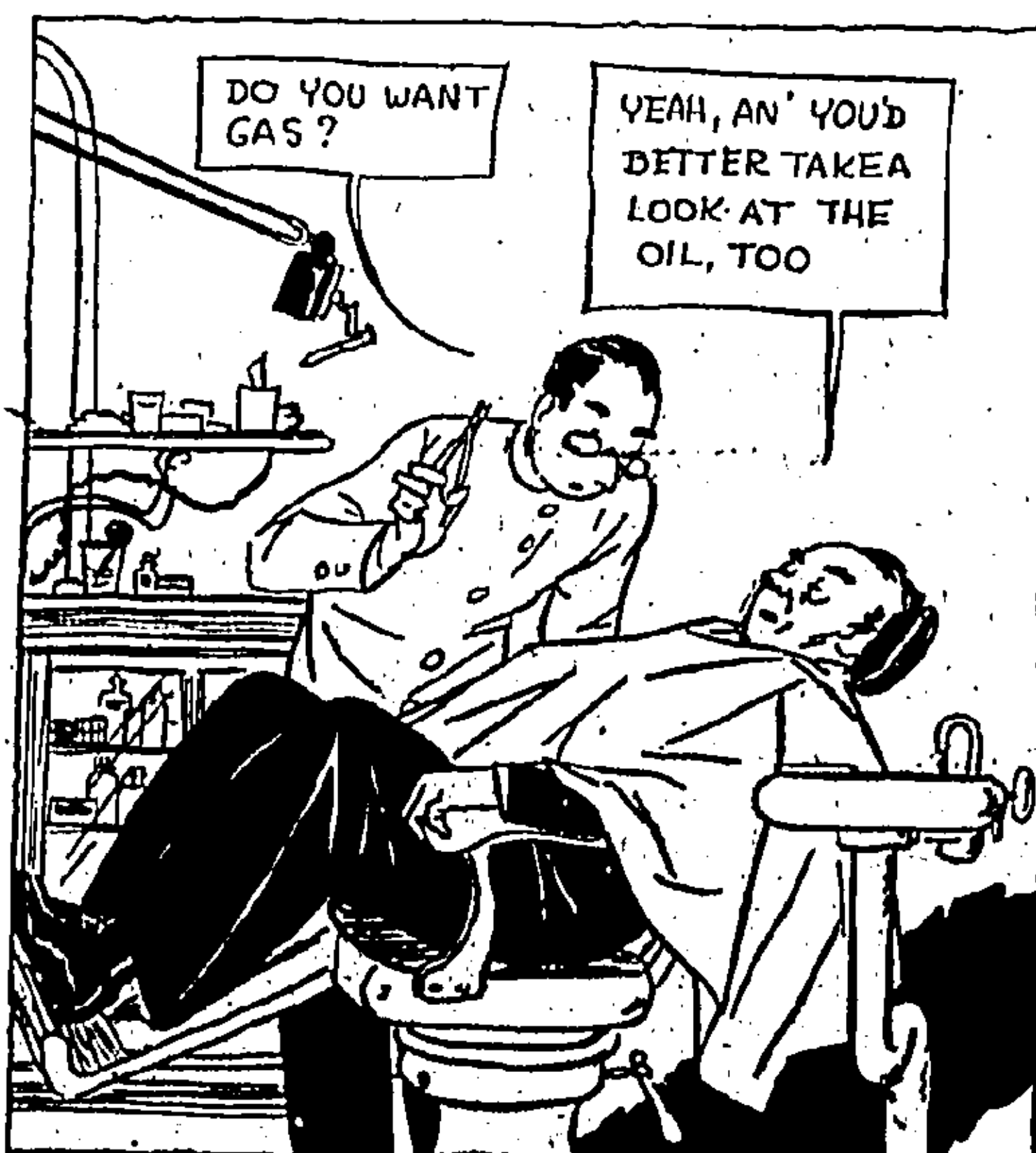
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Instrumental Panel (as illustrated, above); Two-  
Level Petrol Tap; Oil Pressure Gauge, etc.

FOR POWER, SPEED, SILENCE, SAFETY,  
ECONOMY AND RELIABILITY.

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THE SINCERE CO., LTD.  
SOLE AGENTS.

## FILL 'ER UP!





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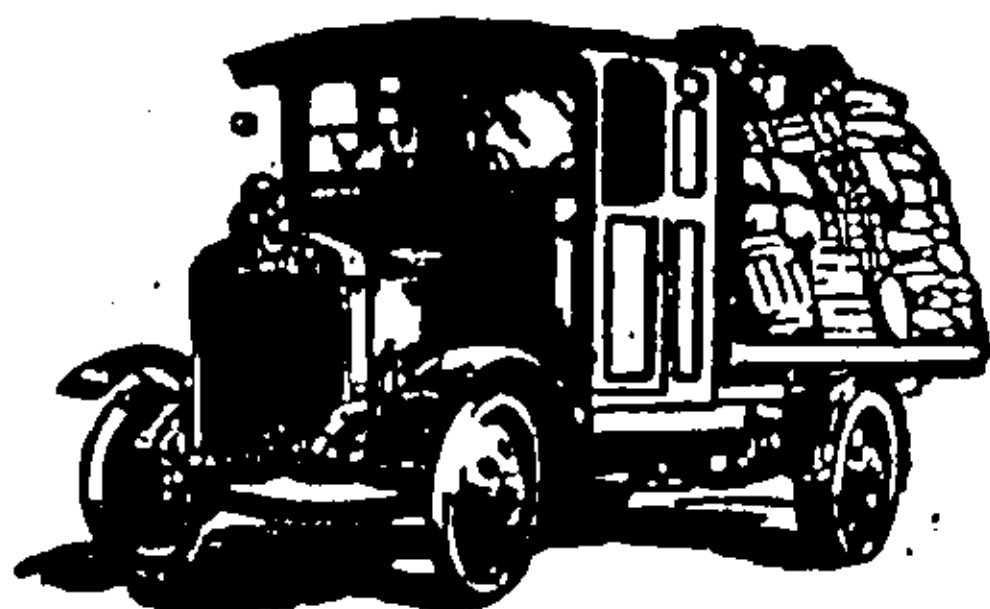
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4 or 6 Cylinders  
30 Cwt. to 10 Ton Loads  
20 to 70 Passengers**

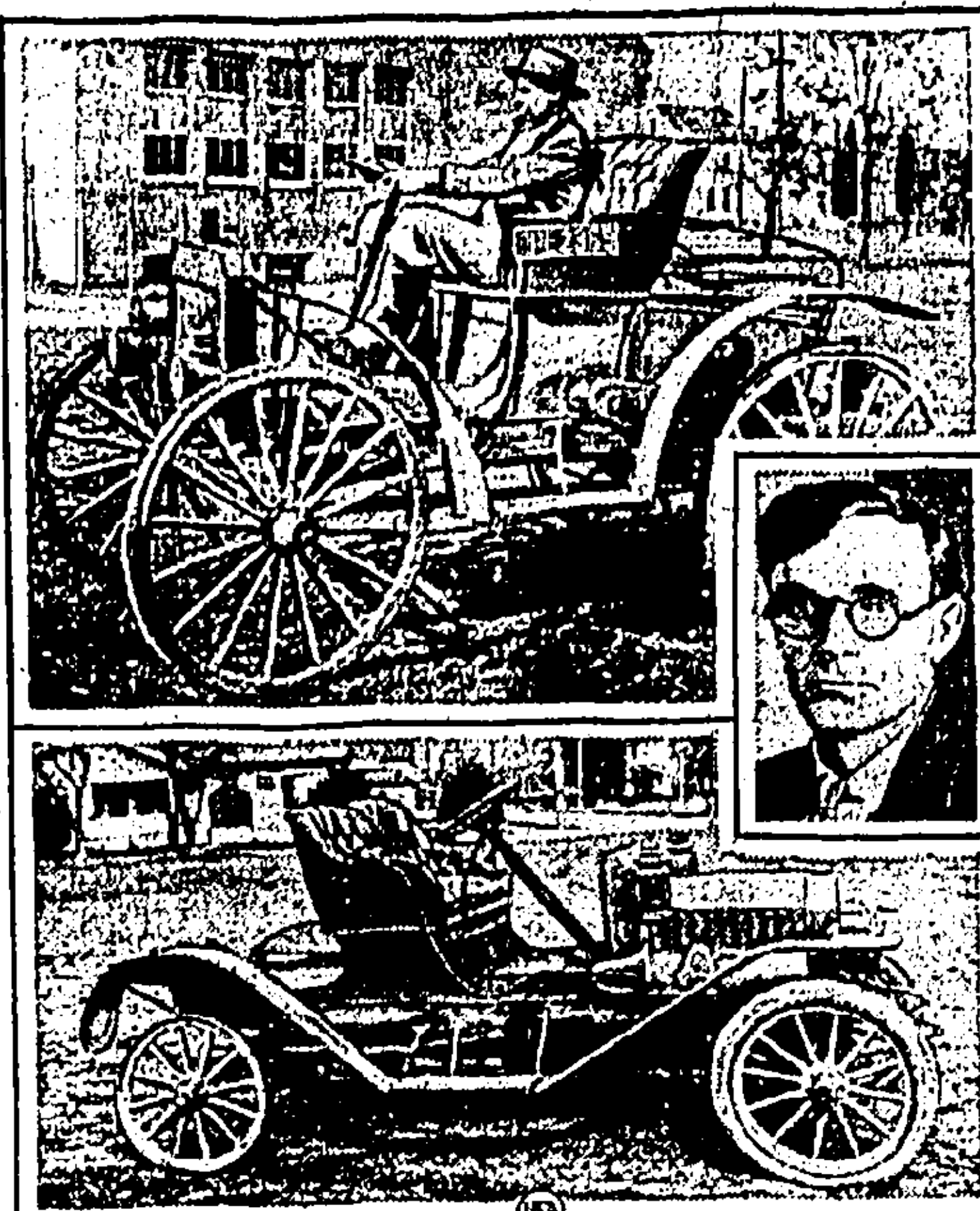
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## TRUST A THORNYCROFT WITH YOUR TRANSPORT

## PRIVATE "CROCK" MUSEUM.



Maynard L. Gottenburg of Silverton, Ore. (inset), and two of his relics—the old Schacht Auto-Runabout, at top, and one of the first Maxwells.

Silverton, Ore., Dec. 30.—While has not had an up-to-date license other men have such hobbies as collecting stamps, coins, jewels and other interesting things, Maynard L. Gottenburg occupies his spare time collecting old automobiles.

In his yard here he has built several garages which house cars of the vintage of 1905 and thereabouts. In these garages Gottenburg spends much of his time keeping his models, most of which are unknown to the present generation, in condition. A few of the models will run.

"Pour a little gasoline in their tanks and, with some priming, you'll have the lot wheezing along like the laboured breathing of a group of asthmatics," Gottenburg says. "They don't seem to know when they've travelled enough."

A Maxwell in my collection has travelled about 283,000 miles and still has all of its original parts. It was one of the first 6000 Maxwells built, and this is the first year it

has not had an up-to-date license plate.

"Runabout" of Early Days.

One of the oldest cars Gottenburg has in his collection is an old Schacht Auto-Runabout. It shows the first transition between the buggy and the automobile. Its only distinction from a buggy in appearance is the lack of a shaft and horse. After considerable inspection, a motor of the two-cylinder type is found hidden under the rear seat.

This was probably the first car to have a rumble seat, although it was not as luxurious as those of today. It was a real rumble seat, having the rumble of the motor directly underneath it. It consisted of a cushion on the cover of the wooden box that enclosed the motor and a tail-gate on which to rest feet. Yet, such a seat was a luxury, and \$25 extra was charged for it. The motor was cranked from the rear—like twisting a mule's tail.

What Performance? A sales pamphlet in Gottenburg's collection describes the car.

"Our car has 17 inches road clearance, which will permit it to travel anywhere an ordinary buggy will go," the pamphlet reads. "It will

## AIR RACES TO THE EAST.

Deciding New Machines for the R.A.F.

## SECRET TESTS OF HIGH-SPEED PLANES.

Extensive plans for the complete overhauling of the Royal Air Force's machines are in course of completion.

Secret tests of several new types are being made by the Air Ministry to find successors to certain aeroplanes which—although only two or three years old—are now out of date.

Long-distance flights to the East, to be carried out in the New Year, have been arranged as final tests.

The preliminary examinations have narrowed down the number of possible successors to the famous "Southampton" flying-boat to four, and in March next the rivals will take part in a competitive voyage to Basra (Iraq).

This will be the first time, incidentally, that a long-distance

flight of different types of flying-boats has been essayed.

The four flying-boats are:

A Saunders-Roe flying-boat, fitted with three Jupiter "9" engines;

A Blackburn Sydney, with three Rolls-Royce "F" type engines;

A Vickers Supermarine Southampton Mark 10, with three Jaguar "6" engines; and

A Shortt Singapore II., with four engines of the Rolls-Royce "F" type.

The Blackburn Sydney is a new departure for the Air Force, being a monoplane; the others are biplanes.

Two points which are being especially studied in connexion with the machines are their range of flying and their capacity for maintenance by their crews without the need for a repairing base.

The Saunders-Roe, it is known, can remain in the air for more than 14 hours, which is double the time of the "Southampton" machine at present in use. In practically every way, indeed, the new machines have so far shown immense improvements over their predecessors, and it is intended that they shall be employed much in the same way as is the cruiser arm of the Navy.

Another machine which is being carefully tested is the Shortt Calcutta Army aeroplane, for troop carrying. A flight of these, it is understood, is also to set out early in the New Year for Basra.

The flights will be manned by pilots from the Experimental Station at Felixstowe.

It is expected that by the end of 1931 the R.A.F. will be far and away the finest equipped force in the world, for tests of fighting and high-speed machines are being carried out in the same way.

The first speed law in the United States is thought to be that passed by the Boston board of selectmen in 1767, limiting traffic to a foot-pace on Sundays. It forbade "coaches, sleighs, chairs and other carriages" being driven at a faster speed than a slow walk, since to do so would interfere with Sabbath worship.

**The New BUICK 8***The Eights with Buick's Prestige*

Worthy of the Confidence the Public has in Buick.

Even by paying thousands of dollars more for a fine car, you could not get more comfort and more thrilling performance than this new Buick gives you.

In addition to those fundamental features and advantages which have been characteristic of Buick for 25 years, you'll find the most advanced, approved engineering principles embodied in the new car.

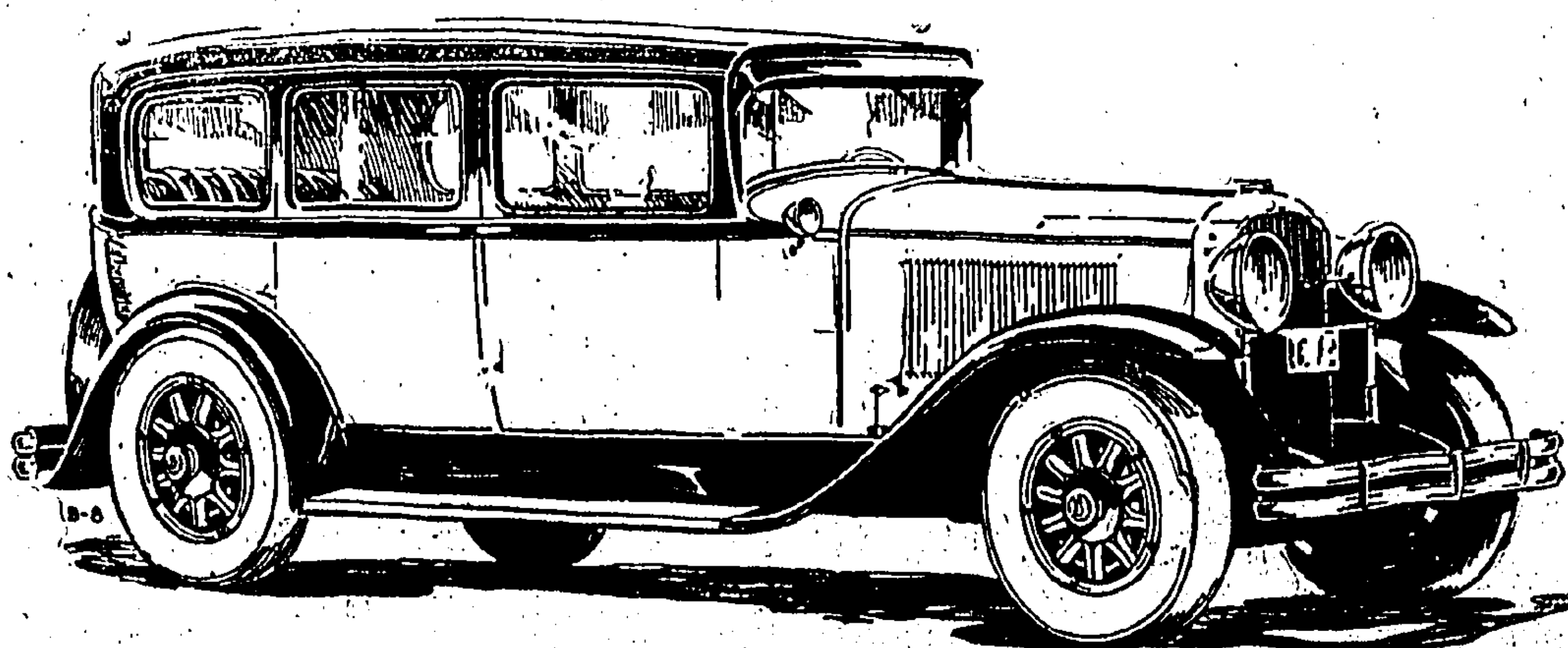
The synchro-mesh transmission with its high degree of perfection—the 8 cylinder motor providing the power, speed and dependability that you expect from the famous value-in-head type—and dozens of other outstanding features in chassis and body contribute to the now famous Buick slogan "When Better Automobiles are Built Buick will Build Them."

114" Wheelbase Buick Models	...	...	...	...	...	G\$1,530 to G\$1,655
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124" Wheelbase Buick Models	...	...	...	...	...	G\$2,160 to G\$2,195
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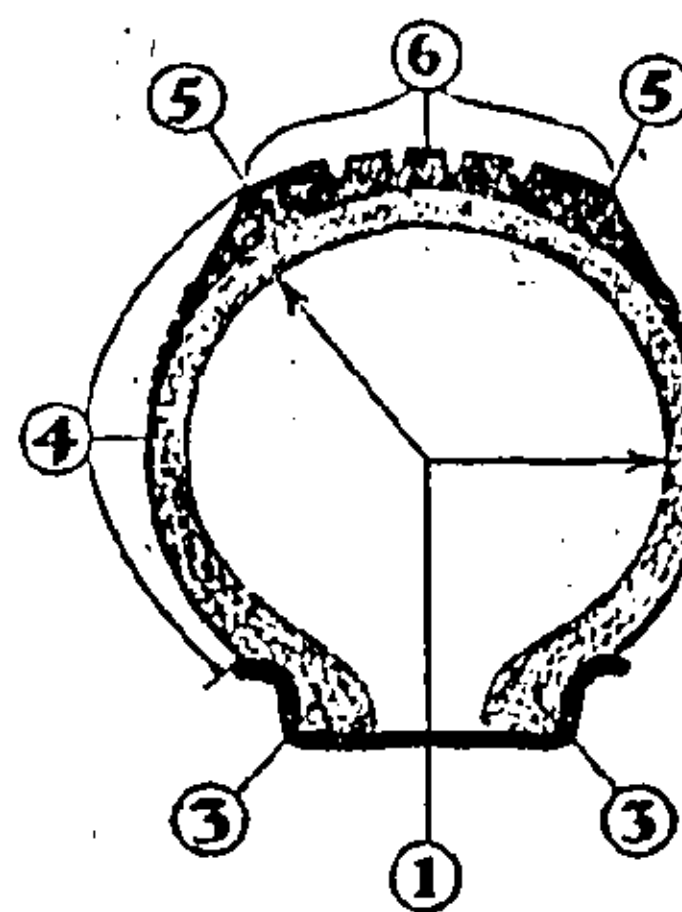
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... this cross sectional diagram clearly illustrates 7 Points of Superiority which the Air-Flight Principle Tires by Fisk alone can offer you.



The De Luxe, Rugged and Fisk, each a First Quality, Fisk, embodying all of the exclusive improvements of the new Air-Flight Principle of tire construction. They represent the utmost that your tire money can buy in their respective price fields. Their larger air-chambers, carrying more air at a lower pressure—their carcasses, constructed of Fisk's patented and exclusive All-Cord—their flexible sidewalls of live rubber—their streamline tread, multiple cable bead and greater road contact—the combining of all these new and exclusive features result in still another—The Air-Flight Balance.

## FISK'S 7 POINTS OF SUPERIORITY

1. Larger Air Chamber  
Carrying more air at a lower pressure—bringing a new and far better interpretation of Riding Comfort allowing your car to ride low on the rubber and more on the air.

3. Multiple Cable Bead

Multiple Cable Bead gives added strength at the rim while increasing sidewall flexibility.

6. Streamline Tread

The rim width of the streamline tread aligns the widest overhanging tread rubber and allows greater air cushioning.

7. The Air-Flight Balance

The newly perfected balance between air and material achieves the maximum of air-cushioning and mileage.

2. All-Cord Process

A patented Fisk development which reduces internal friction and adds strength without adding weight.

4. Increased Flex Area

Increased length of flex area at sidewall provides greater use of the air cushion.

6. Greater Road Contact

Repairs in better and more lasting non-skid qualities and ensures you of Safe Traction at any speed.

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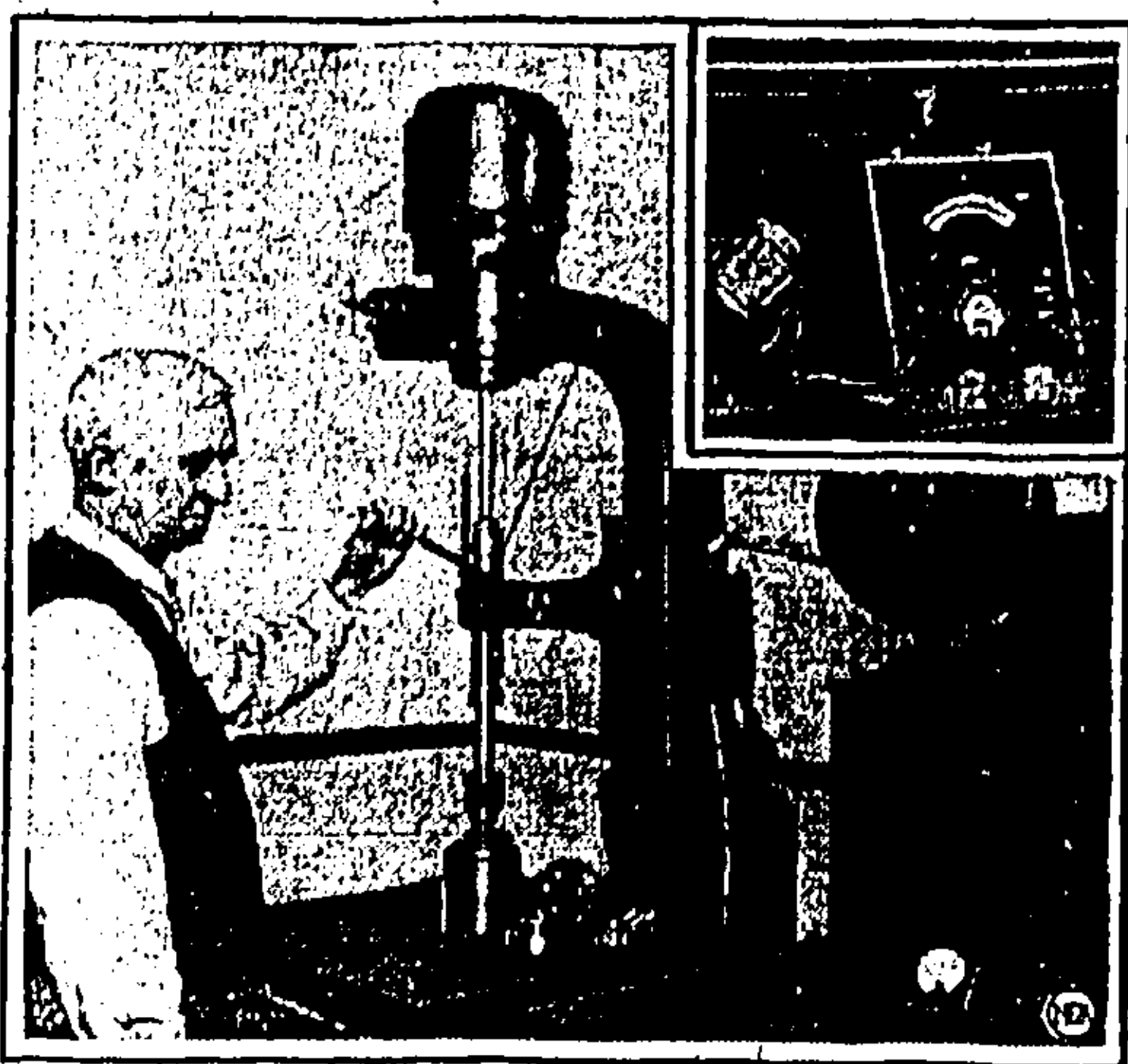
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## DEVICES THAT ASSURE ACCURACY.



Two devices that assure greater accuracy in construction of auto parts—the radio bearing tester and, inset, the electric gauge that measures to one one-hundred-thousandth of an inch.

[By Israel Klein.]

Detroit, Dec. 30.—Better automobiles at lower prices is the outstanding development in Detroit today.

The main reason behind this pleasing news is the introduction of machinery and apparatus that combine to produce modern cars in greater numbers than ever before and yet in a far more improved manner. Not only automatic tools and equipment, but easier means of checking constructional details to a finer degree have become regular routine practices.

One great plant co-ordinates and times all operations that its production has been planned almost to the second. The entire control of this factory is done by electricity, by means of daily planning and scheduling and by constant contact with all departments through the electric teletype system.

#### Multiply Capacity.

In another factory, a new and larger automobile is made possible at a comparatively low price through such innovations as a huge machine that will work on several similar units at the same time, an electrical device that speeds up testing of the crankshaft, and other

electrical and physical measuring devices that guide parts checkers to a finer exactitude than they were able to attain heretofore.

Checking of moving parts in the engine is one of the most important processes in automotive construction. The usual allowance in measurement is only one one-thousandth of an inch, either above or below the specified dimensions. If a part is barely beyond this allowance either way it is discarded.

In addition, parts such as pistons, wrist pins and connecting rods are "paired" by weighing, so that all those entering a specific engine are sure to be balanced.

Dissatisfied with present precision gauges, electrical engineers have designed a device that will measure parts to within one one-hundred-thousandth of an inch. It works with a needle on a visible scale.

As a result, the checker is able to detect inaccuracies much more quickly and definitely. The device is now being used in the factories of one of the largest auto manufacturers, and soon will come into use in other plants.

In another auto factory a radio apparatus is used to detect unusual noises in bearings. The bearings are run in a special machine. Close

## SEVEN WEEKS' RUN.

### Stock Nash Cars Perform Well.

#### OVER 50,000 MILES.

Kondsha, Wisconsin (Special).—Using the wide open spaces of the western United States as a complete proving ground, Nash engineers have just completed a spectacular, seven-weeks' open run which took six new cars of the Nash 1931 series, picked at random from the landing docks, over a total of 50,582 miles of the hardest driving available in the country. The cars came back to the headquarters with every performance detail checked and double checked and with every ordeal which may be given them by the roughest motorist successfully completed.

The log of this interesting caravan run, which was made

by is a loudspeaker that has been converted in to a microphone, and this is connected through a radio amplifier to an ammeter which measures the intensity of the sound conveyed to it electrically.

The sound registered on this ammeter tells how true the bearings are and so enables the checker to discard bearings that, otherwise, he might have approved.

#### Speed and Accuracy.

These are only a small proportion of the devices and methods used to foster greater accuracy in construction, improve the products and at the same time hasten the manufacture of automobiles.

In every plant the conveyor system prevails, if only in the last stages of assembly. But in some of the larger factories producing the more popular cars, there is practically no manual movement of parts from the very beginning of manufacture. This relieves the worker from heavy handling operations and enables him to devote his attention entirely to production.

Materials that go into the modern automobiles have been greatly improved in content and structure, yet with little or no additional cost.

This is why manufacturers have continued to reduce prices, or at least have not raised their already lowered prices, and yet have been able to furnish much better cars.

Competition in this industry has been in the form of improved time, labour and money saving machinery, rather than in direct price cutting without regard to cost of operation. The new devices, besides enabling the production of better automobiles, have produced greater economies in operation that have been passed down to the consumers.

simply to prove that mass production of the new cars has accomplished the performance results that months of experimentation and thousands of miles of road work developed before production began, took the cars over every conceivable type of road, from 150 feet below sea level to 11,000 feet above and runs the entire gamut of temperatures which the new cars will be called upon to face.

Speed checks; cooling checks; power checks; hill climbs; mud, sand and pavement checks; days and nights of high, subatained speeds; work in heavy traffic and scores of additional driving trials made up the trip and proved to Nash engineers that performance of the stock cars fully equals, and in some instance exceeds, the long series of road records made before the new series resolved the final okay for introduction in America last October 9th.

The six cars, taken from the shipping lines and given a nominal "breaking in", began their trek from Racine, Wisconsin. They

included models from the Eight-90, Eight-80, Eight-70, and Six-60—the four new Nash series. Piloted by members of the engineering departments of the Kenosha, Racine, and Milwaukee Nash plants and accompanied by observers from the factory service department, the Seaman Body Corporation, and the factory sales department, they made the run to Denver, Colorado via the Lincoln Highway and Victory trail with a unit average of 45 miles an hour.

Six days were spent in the Denver territory in mountain driving and in altitude calibrations, with the cars negotiating such grades as North Cheyenne Canyon road, Look-Out Mountain, Bear Creek Canyon, the Leadville district, and other runs to 11,000-foot altitude points. All six cars, carrying some twenty members of the Nash sales organization in the Denver territory, made the climb to Echo Lake in high gear, a feat seldom equalled in Rocky Mountain runs.

The caravan then dropped down

to Colorado Springs and headed through mountains, sand and mud to Salt Lake, crossing the desert to Reno and continuing to San Francisco after exhaustive trials to prove cooling efficiency. At Fresno, two of the cars set new climbing records by sailing over the top of Toll House hill, which is seven and one-half miles hard pulling, in high gear.

After these hill checks, the caravan took the road to El Centro in the Imperial Valley and attacked the old ocean bed which lies 100 and 150 feet below sea level, in temperatures ranging up to the average summer heat in the middle-west, before making a five-day run back to headquarters via El Paso, Dallas, Little Rock, Cairo, and the fast pavements of Illinois. Speed trials exceeding 80 miles an hour, and also long hours of sustained, high speeds were accomplished by all of the cars.

"These Nash check-up tests are unusually interesting, not only to our engineers but to everyone connected with the Company," C. H.

Bliss, Sales Manager, said after studying the complete driving report. "This one was made simply as a check-up on previous tests completed before production, and its object was to approximate the experiences of the average, hard driver of automobiles under all sorts of driving conditions and to satisfy Company officials that the performance of the new cars is fully up to the performance of the experimental cars. We use the open roads because no private proving ground in the world offers such a diversity of actual driving conditions nor all of the problems that arise before the average automobile owner."

"We are highly gratified by the official performance reports of these new cars, which perfectly represent the new Nash deal for to-day's dollar. The cars came home after their hard ordeal in perfect condition, with finishes bright and attractive as new cars and with a splendid record of achievement and satisfaction behind them."

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## COLOUR A SAFETY FACTOR.

Analysis of Value of Various Shades.

WHITE MOST VISIBLE FOR SIGNS.

Colour, from the standpoint of its light-reflecting qualities, had long been an important consideration where the safety of motoring is concerned. Traffic experts have advocated its use on everything from children to trucks, realizing that colours which reflect the light may be seen from great distances at dusk or after darkness as well as in the day-time.

The safety division of the American Automobile Association recently pointed out that a child in a bright-coloured outfit could be seen at a greater distance than one in a sombre attire. Therefore, although children should be taught to stay out of the streets except when crossing them, caution, the cause of safety is added, in the belief of the association, if motorists are warned at a distance by bright-coloured clothes.

Colour further plays its part in the prevention of highway accidents through systems of warning and direction signs and road surface markings. This is because certain colours have light-reflecting qualities which make signs, objects or diagrams readily discernible.

Since the colour which reflects the most light is the one which may be seen most easily from the greatest distance and in the poorest light, highway safety commissions have given a great deal of thought to the subject. Colour experts have found, in this connection, that white has the highest light reflection value. Cream comes next, and following it, ivory, buff, light green, yellow, grey, light blue, pink, dark tan, dark red and dark green.

From this it is seen that white is the best colour for highway signs. When it is used with black, either for the lettering or background, its reflective qualities are intensified by contrast. That is why black and white are most frequently accepted for signs and markings. When other colours are used they are always ones of high reflecting value and may be chosen because an unusual colour combination will call attention, in many instances, to a notice more surely than the black and white we have come to expect.

The American Engineering Council committee on street traffic signs and markings, has made a national survey of existing motor conditions in order to help establish a uniform system of street traffic signs, signals and markings. It suggests that conventional signs be coloured in the following fashion: railroad crossing, black letters on white background; crossing approach, black letters on yellow background; stop, red letters on yellow background; slow, black letters on yellow background; caution, black letters on yellow background; one way and detour, black letters on white background; information, black letters on white background; no parking, red letters on white background; limited parking, green letters on white background; pedestrian restriction, blue letters on white background; other restrictions, black letters on white background.

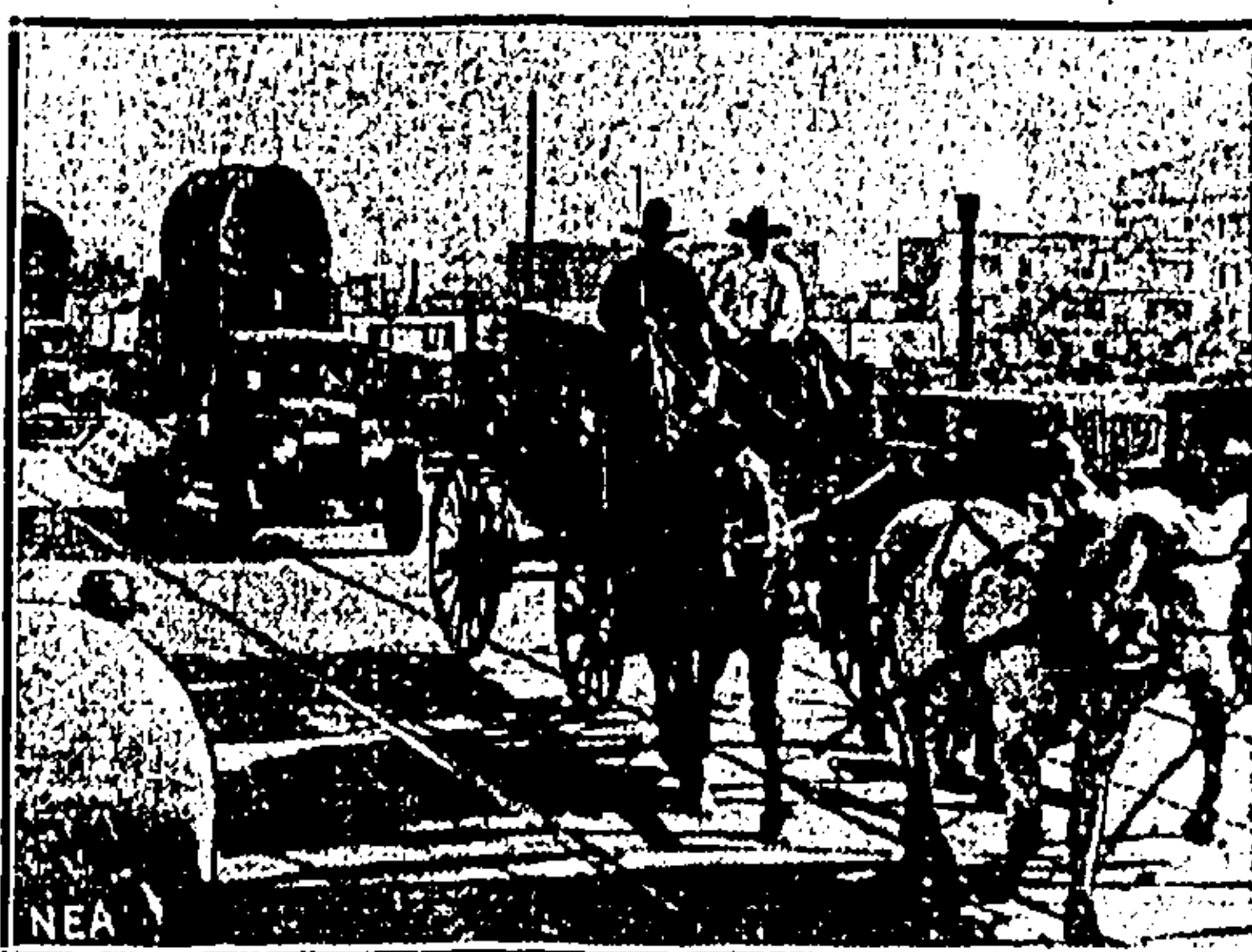
Where other colours than white and black have been introduced, it is because they have become associated in the minds of motorists and pedestrians with the particular warning they are supposed to convey. It is considered psychologically bad to do anything unusual to distract the established thought processes of the average motorist. However, it will be noted that all colours suggested are definitely high in light reflective value for either background or letters or both.

The question of whether white letters on a black background, or vice versa, is preferable seems to be decided mainly by the circumstance of whether the letters are to be illuminated at night. If they are, it is better to make them white. In general, this is a good practice anyway, as a black background absorbs the light and thereby makes white lettering stand out more prominently.

White, then, is the important colour from the standpoint of the safety of the motorist. Surface markings, fences, posts, tree trunks painted white reflect warning gleams of light even in rain and fog. Fences painted white help to reduce hazard at curves, and white markings on the road surface are an additional help. The most usual mark is the centre line, which is generally painted white. Formerly this line was black, before highway engineers began to appreciate the light-reflecting qualities of white paint.

The specifications for sign materials provided by the American Engineering Council are definite. The kinds of wood and metal to be used are detailed, as are the kinds of paint. For metal signs, the paint should be of an enamel type which permits baking. The paint for wooden signs, both for background and design colours, should be of such a quality that it will not change colour under exposure and will present the surface that is smooth, tough and without cracks. Wooden signs should have a primer coat, a second coat and a finish coat. Each coat must be thoroughly dry before the next one is applied. The life of a sign, fence or post marking, if painted in this fashion, with a good

## VEHICLES OUT OF THE PAST.



Like vehicles of a forgotten age these old modes of transportation looked when they were hauled through the streets of Des Moines, Ia., as part of the good roads celebration staged in that city. The parade ended the paving of 1,000 miles of highways, giving the state a total of 3,300 miles of good roads.

## SMALL CAR FIGHT.

Another Record in Cheap Models.

BRITISH SUCCESS.

(By H. Thornton Rutter in the Morning Post.)

British motor manufacturers have certainly more than held their own in 1930, and if my information from the United States is to be relied upon, English car traders have bitten a big piece out of the American export business "cake."

As a New Yorker said to me this week-end, as I wished him a safe home journey, "Your automotive engineers have certainly put a scare on our folk."

He had good cause for this remark, as the American Austin Co. has now produced a cheaper two-seater model, selling at £89, yet it is faster than the more expensive coupe Austin Bantam. Therefore, as a rival to this enterprise, the Americans are now making a model B Martin Midget with a 5ft. 10in. wheelbase weighing 750lb. for the two-seater which is to sell at £59.

This new cheap American light car is fitted with a four-cylinder Continental engine similar to that which Sir William Morris used before the Hotchkiss engine in the Morris car. It is stated to develop 29.5 h.p. at 3,400 revs. per minute, yet it travels 35 miles on one gallon of petrol and 25,000 miles per set of tyres. Also a four-cylinder air-cooled model A Martin Midget is to be produced later this year to sell at £40 for the two-seater.

Novelties at New York. The annual American National Motor Show was opened recently. My American friends in the motor business tell me that the new U.S.A. models that are now on view at the National Automobile Show in New York are either bigger cars with eight-cylinder engines or are the "Bantam" and "Midget" models with small four-cylinder motors.

Outside of Ford, Overland Whippet and Plymouth cars, which still remain four-cylinder models, twenty-seven others have six-cylinder engines, one has a "double six" motor, and two have "double eights" or sixteen cylinders.

It is, however, the new small "baby" cars which are attracting the most attention. England's speciality now being praised in place of being scorned, as happened a year ago.

Last year the British motor and cycle trade had insured workers in its industry numbering 247,140 as compared with 245,410 in 1929. But whereas in that latter year only 7.2 per cent. were unemployed at November, I regret that the Board of Trade figures and Ministry of Labour reported that 15.9 per cent. were unemployed in November, 1930. But owing to better production methods in the motor industry the total of vehicles and cycles made last year fell little short of that in 1929, even with less labour fully unemployed.

Smart Delivery. To-day there is a demand for British transport in all parts of the world. The first public telephone call over the new direct-circuit line from the Argentine to England was an order for over

quality of paint, should be at least three years.

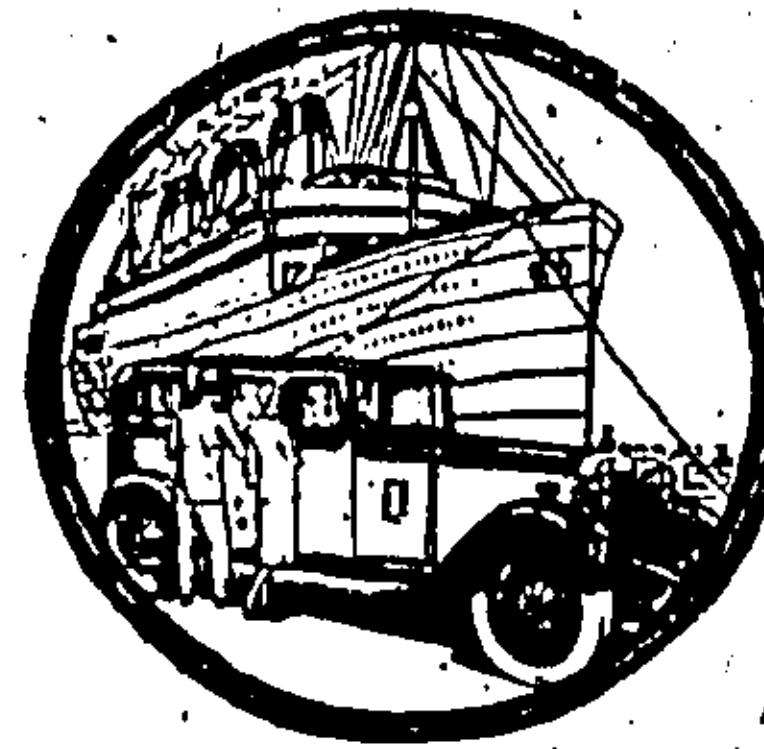
Many truck drivers employ a wooden hand to signal left and right turns to those in the rear. These wooden hands are frequently painted white for greater visibility.

The reflecting qualities of white or light coloured paint, may be turned to still other uses by the individual motorist. If he has difficulty in guiding his car up a narrow driveway to the garage at night, he may paint white lines for the wheels to follow, with a white stop line inside the garage. Courtesy of General Motors.

views of the British motor industry, when he stated that to improve general trade depression, the Government must consider the country as an industrial concern and must adopt modern industrial methods. If we ourselves to-day were trying to produce cars by 1914 methods we should soon be bankrupt, yet what has been done, politically to improve the output of the country to any marked extent?"

English motor drivers have had a wonderfully successful year in 1930. Even on the last day of December, Mr. G. E. T. Eyston

bettered the existing speed for the International Class. If 750 cc. motors by driving an M.G. Midget unsupercharged over distances of 50 kilometres at 88.38 miles per hour, 50 miles at 87.11 miles per hour, and 100 kilometres at an average speed of 87.3 miles per hour, new records for this class. This was an improvement of nearly three miles an hour faster than the previous 8 h.p. record for these distances also made on the same track at Montlhéry, near Paris. No wonder our American cousins have had a scare at the performance of small British cars.



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## EXAMPLE OF CAR ON THE DEFERRED PAYMENT SYSTEM OVER EIGHTEEN MONTHS.

To new car, say	£200: - : -
Deposit—one quarter	50: - : -
Interest	15: 7: 6
	£165: 7: 6
Balance of £165: 7: 6: to be paid in 18 monthly instalments of £9: 3: 9:	
To Deposit paid	£ 50: - : -
5 instalments of £9: 3: 9:	45: 18: 9
	£ 95: 18: 9

## FINAL ADJUSTMENT.

To re-purchase price—65% of £200	£130: - : -
Rebate on interest	6: 8: 11
	£136: 8: 11
Less 13 instalments still due	£119: 8: 9
Cash handed to Purchaser	£ 17: - : 2

## ACTUAL COST OF MOTORING FOR SIX MONTHS.

To Deposit and five instalments paid	£ 95: 18: 9
Thirteen instalments still due	£119: 8: 9
	£215: 7: 6
Less re-purchase and rebate on interest	£136: 8: 11
Cost of motoring for six months	£ 78: 18: 7
or £13: 3: 1: per month.	

The above proposition applies to any make of car, new or second-hand. We can also arrange to have a car and chauffeur to meet you at the docks, to take you and your luggage anywhere, most reasonably and more comfortably than by rail.

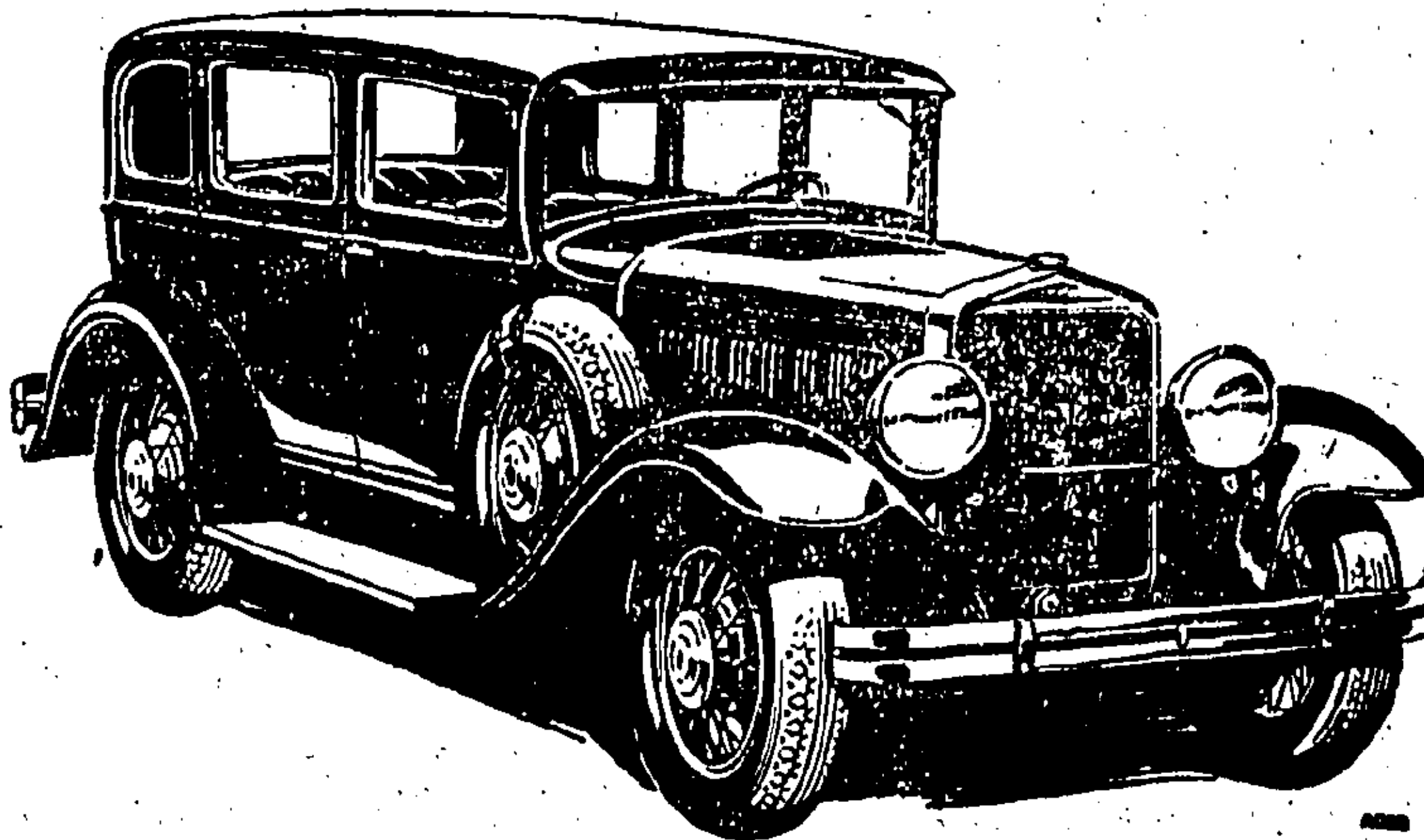
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# Hongkong Telegraph.

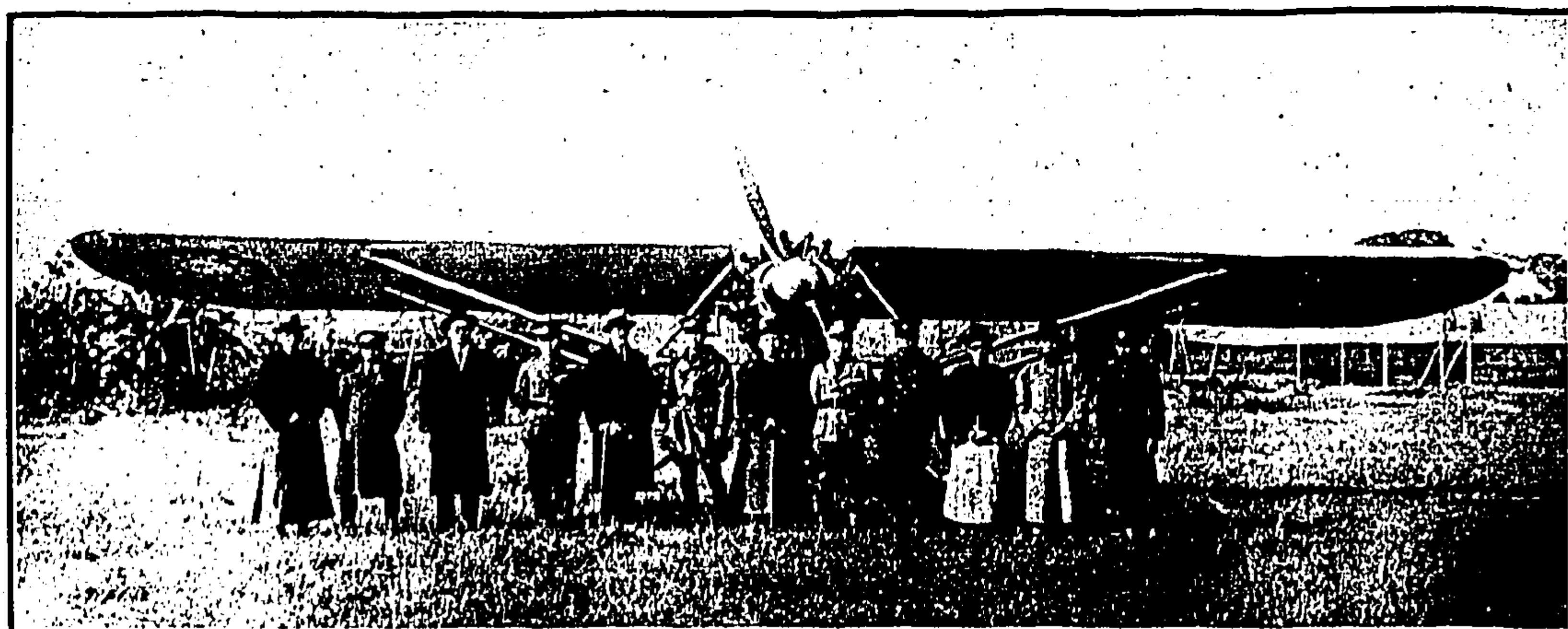
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February 7th, 1931.

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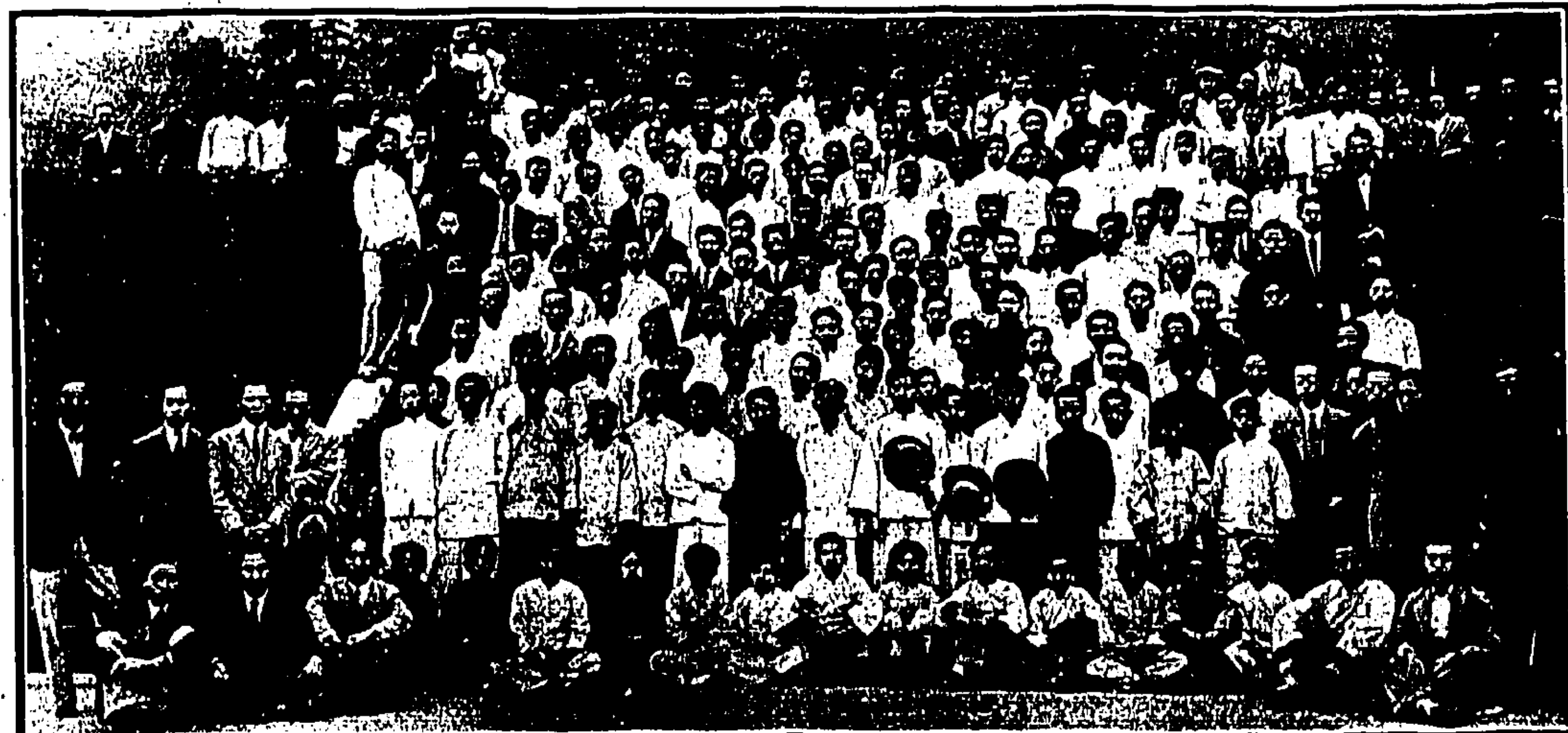
This photograph was taken on January 16th, on the occasion of the inauguration of the air mail service between Canton and Wuchow. The Canton Aviation Bureau intends to extend air mail lines to all important points in Kwangtung in the near future. (Photo by courtesy of the Postal Commissioner).



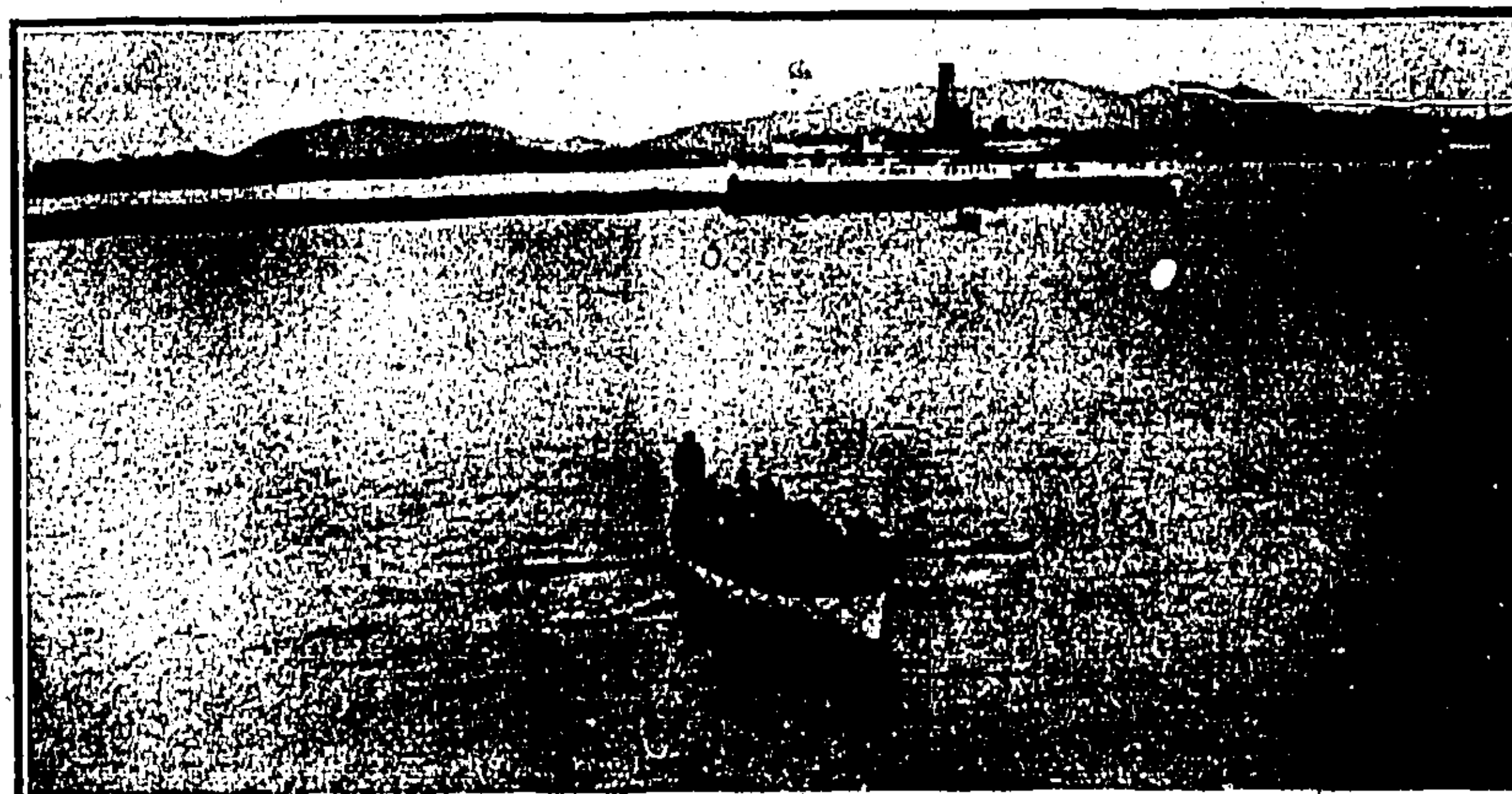
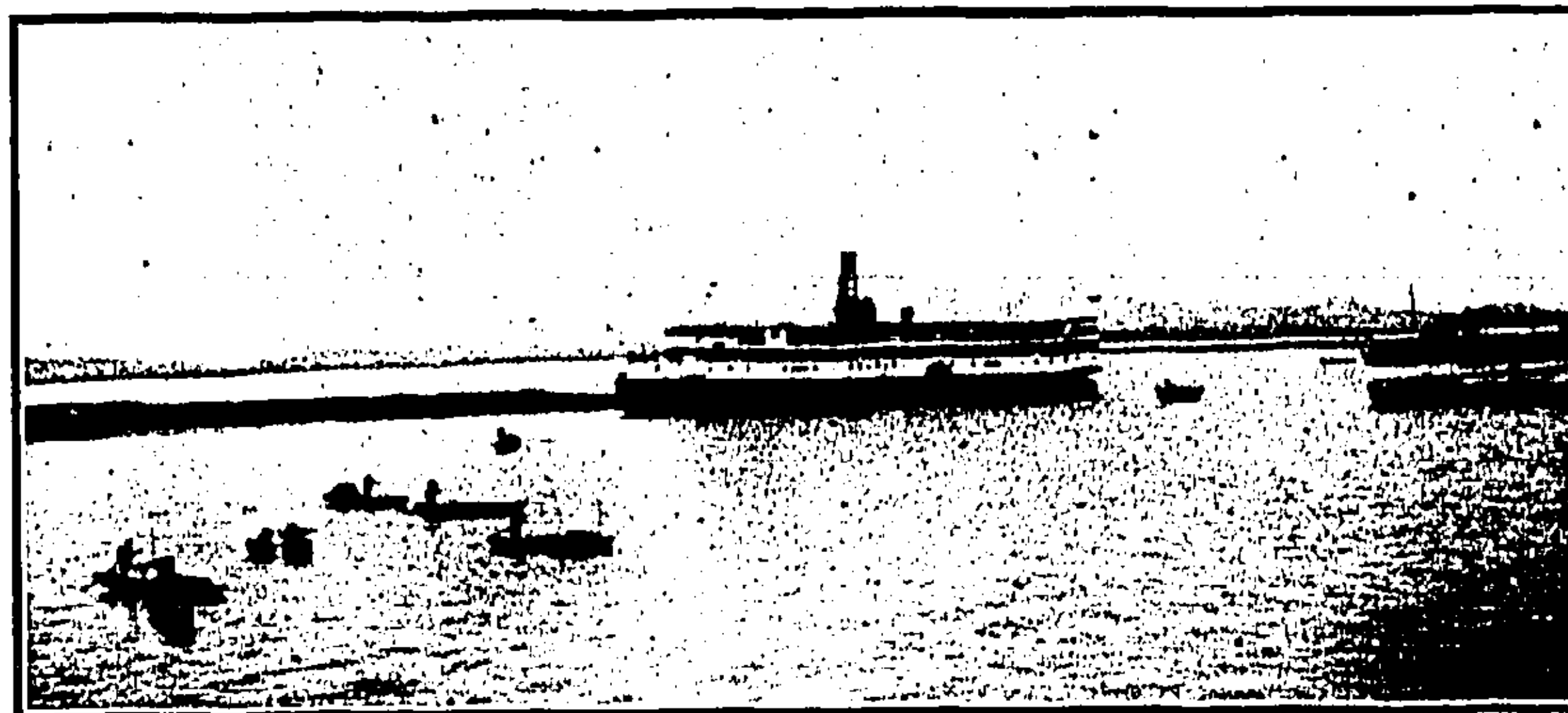
Snapshots taken on the occasion of the annual inspection of the Hongkong<sup>3</sup> St. John Ambulance Corps, at Caroline Hill, this week. His Excellency the Governor is seen inspecting the Nursing Division on the left, whilst on the right he is presenting awards. (Photos: A. Fong).



Incidents in the Lai Wah Cup final, in which the Chinese defeated the Civilians. Left shows Li Wai-koon scoring the second goal. Right, Segalen too late in a contest for the ball. (Photos: Mee Cheung).



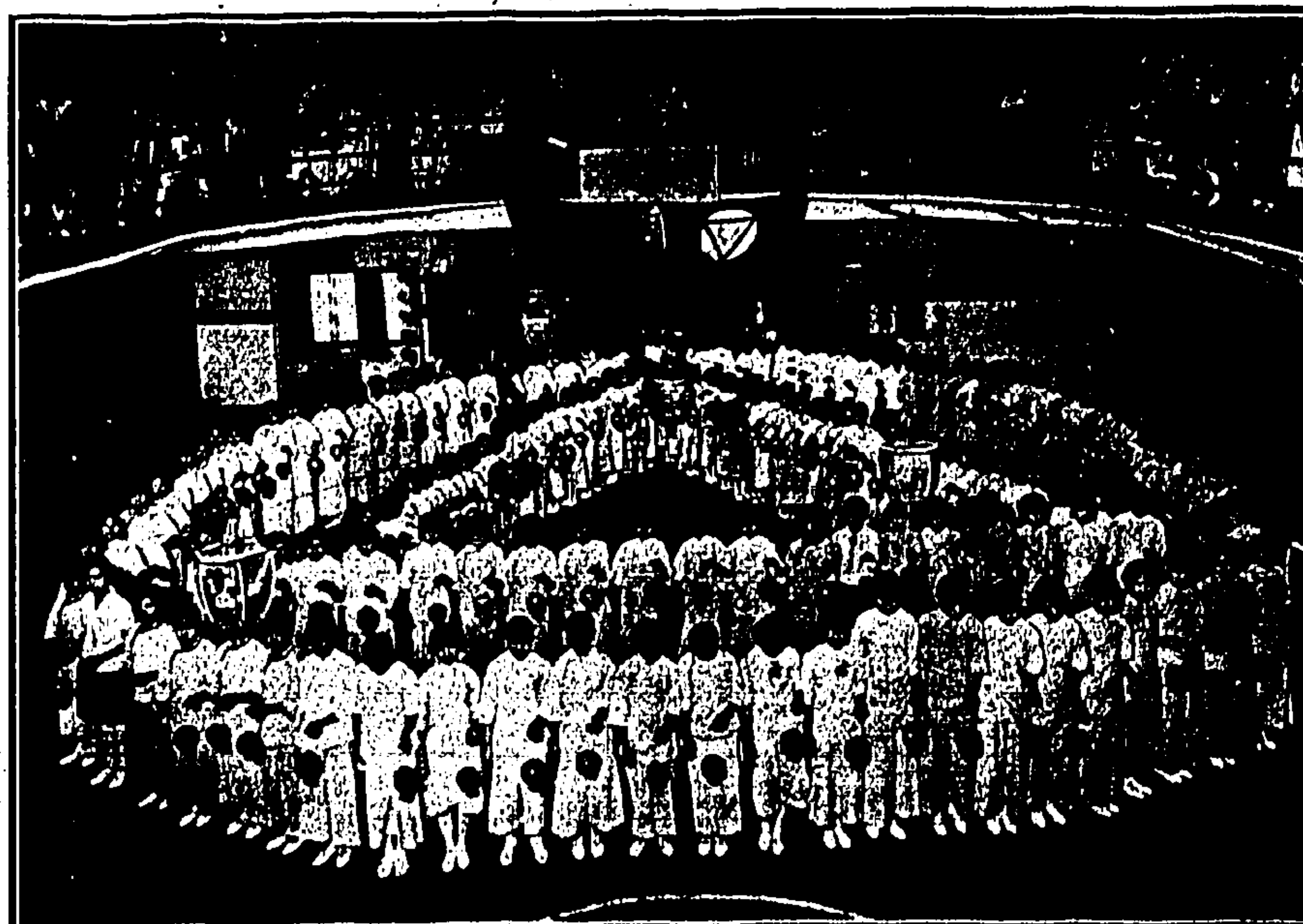
This picture shows the staff and students of the Hwa Nan College, which is amongst the newer educational institutions of the Colony. It was taken in the Public Gardens recently. (Photo: Mee Cheung).



The river steamer Charles Hardouin is shown in top picture aground near Whampoa. Below, passengers are seen being transferred to the s.s. Kinshan. The stranded vessel was refloated two or three days after the mishap.



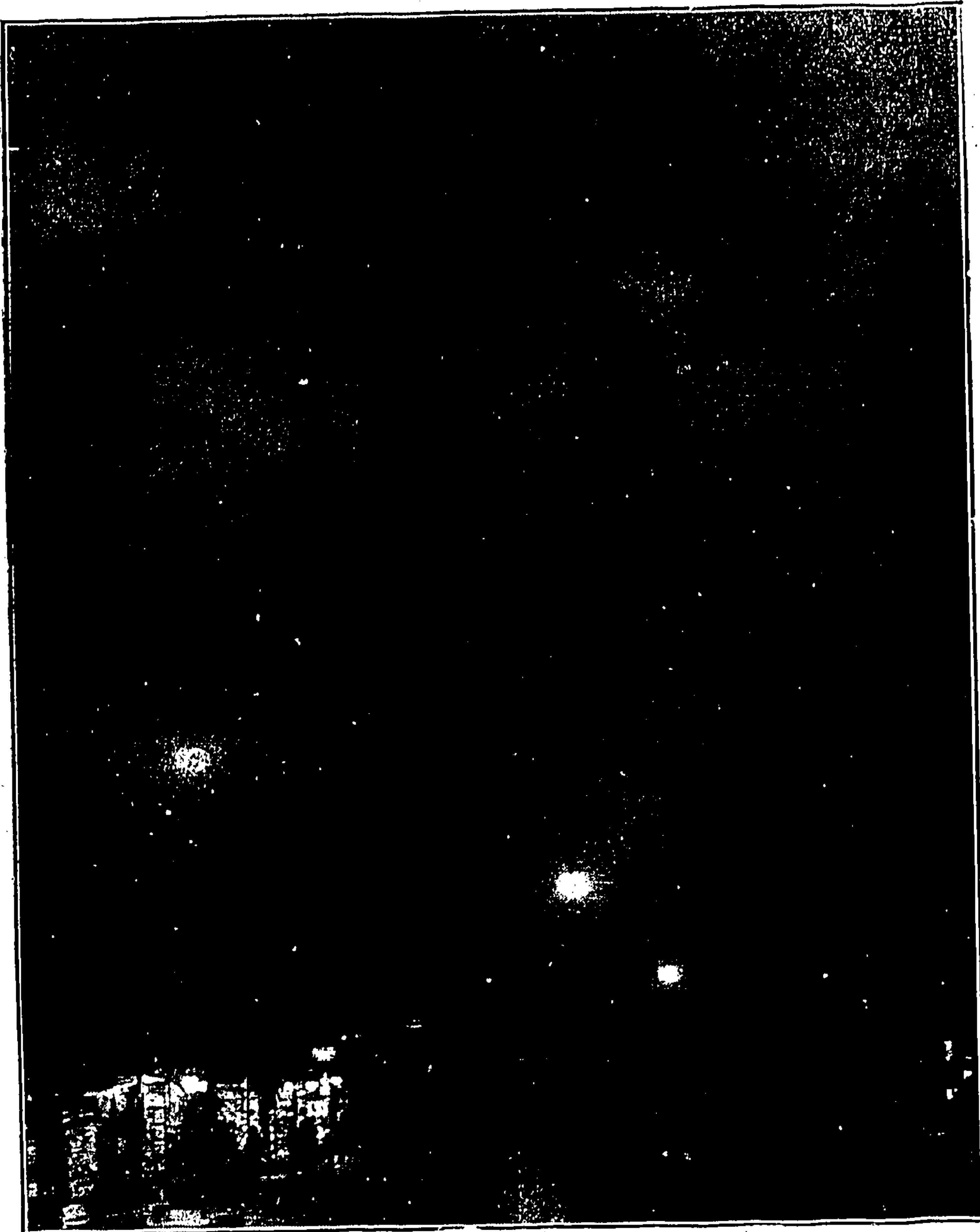
Bridal group taken after the wedding last Saturday of Mr. Chiu Tin-shui and Miss Li Hop-yes. The marriage took place at the Roman Catholic Cathedral. (Photo: Mee Cheung).



This striking display shows the Girls' Department of the Y.W.C.A. ending their year with a joint rally of all Wa-Kwong Clubs by the presentation of a lantern ceremonial in the Y.M.C.A. gymnasium last Saturday. (Photo: A. Fong).



## CENTRAL LONDON IN A FOG.



The City and the outskirts of London were recently enshrouded in fog, and our picture, taken during the early afternoon in Ludgate-Hill, showing St. Paul's Cathedral in the background, gives an impression of the gloom which hindered the busy Christmas traffic. (Times copyright).

### LITTLE PRINCESS ELIZABETH. BEING WELL TRAINED IN REGAL MANNERS.

Princess Elizabeth, the baby granddaughter of King George and Queen Mary, is being strictly trained in regal manners.

Punctuality is, for instance, if punctuality is the courtesy of kings, King George V is the most courteous gentleman in the world. When it is announced that he will open some governmental affair at noon, it can be relied upon that as the bells of "Big Ben" boom out the noon hour, King George, in simple morning attire, will be seen quietly advancing into the conference chamber. When the bells cease to sound, he will read his speech, gravely bow to the assembly and promptly leave, so that the delegates can get on with their business.

#### Must Obey her Nurse.

This royal punctuality is being taught Princess Elizabeth. If she is to breakfast at 8.30 in her nursery, there is no lying in bed for an extra wink of sleep or a stolen snooze. She gets up and is seated at table at 8.30. Royal princesses must learn consideration for servants who are told to prepare certain things at certain times.

So also in the evening, no matter how fascinating the romp she is having with her mother, the Duchess of York, when nurse appears in the doorway and says: "Bed-time," the baby princess tumbles off without a murmur.

Then, there's courtesy to the public. Unlike so many royal couples—who, by the way, lost their thrones—King George and Queen Mary, while always remaining dignified and conscious of their position, always have appreciated what is due the public. When they drive out in their car and are saluted by groups of people, they are most punctilious in returning the salutations.

#### Waves to other Children.

Princess Elizabeth did not have to be taught this consideration for



Princess Elizabeth, the granddaughter of King George and Queen Mary was receiving a lesson in how to act at public functions when, as you see her below, accompanied by a nurse, she arrived at the Royal Tournament of Olympia. The upper picture shows her playing with her dog in the garden of the home of her parents, the Duke and Duchess of York.

others. It came naturally to her. When she goes for a ride in the London parks, her animated little face is glued to the window panes and when little girls and boys wave to her, she waves excitedly back.

Princess Elizabeth has not actually begun her schooling as yet, but the other day when Queen Mary was out shopping she bought some charming little books for children—in French. They were for her grandchild's Christmas stocking. That, of course, means that soon the little girl will be having a French governess, and will learn French without even knowing that it is a lesson.

For royal children must be linguists. Before long Princess Elizabeth will be speaking not only English and French but, perhaps, German or Spanish. And then, of course, will come real lessons. There is no royal road to knowledge and she will have to study just as other little girls and boys do.

#### Exclamation: Denied Her.

Just as her grandfather is the first gentleman of the land, so Princess Elizabeth, if she ever mounts the throne, will be the first lady of the land. So already her manners are receiving careful attention. From somebody she picked up the habit of saying "My goodness." She was told that this simply was not done. One day when she was entertaining her grandfather, after his long and painful illness, the King left the room for a moment and did not close the door. She promptly told him about it. She had been taught that one closes a door after one.

The little girl does not know it yet, but she is the subject of an enormous amount of public attention. A great deal of this is, of course, due to the fact that only three lives stand between her and the throne—those of her grandfather, King George, her uncle, the Prince of Wales, and her father, the Duke of York. So some day England may have a second Queen Bess—the first one having been that Virgin Queen who presided over England's destinies in

## GLENN TRYON.

### Acts to Live, But Lives to Play.

When is an actor not an actor? "When he is a hunter, fisherman or carpenter," declares Glenn Tryon, who is all of these rolled into one.

Glenn acts for a living, but he lives to hunt, fish, potter around his little carpenter shop and play with his dog, Toby—to say nothing of enjoying life in general with his pretty little blonde wife. We spent the greater share of an afternoon at the Tryon home up in the Hollywood hills a few days ago and the subject of pictures wasn't brought up a single time. But Glenn did put Toby through his tricks. He did display his new big game rifle which Mrs. Tryon had just given him for his birthday. And he did show us the new house he is building for the dog. He has a little workshop fixed up in the basement of his home and it's there that he can be found most of the time when he isn't acting—unless he's pulling weeds out of the garden.

Perhaps it is Glenn's antipathy for continually discussing himself



Glenn Tryon and his dog, Toby.

and pictures that has kept him from stepping into the front rank of filmdom's celebrities. If so, he deserves commendation. There are too many persons in Hollywood now who can eulogize for hours when the subject is "I." But at the same time his reticence is bad from a business standpoint. Hollywood folk just don't understand actors who don't talk about how great they were in this or that picture.

But with all of that Glenn has made a success of his career as an actor. With life on Montana cattle ranches plus a few months in tent shows as his only background, he invaded New York and in his own words "fasted and feasted" for several years before he really started to "get by" on the legitimate stage and in vaudeville. Then he came west again, made several comedies for Hal Roach and then signed a five-year contract with Universal.

That contract having just been completed, Glenn has decided to take a fling at the free lance racket for a while and see how he likes it. With production so slow in nearly all studios at the present time, he is apt to have tough sledding for a few months. But since we are right in the midst of the hunting season, that's the least of his worries right now, especially since he is confident that by the time he gets his fill of hunting there will be a job awaiting him.

the spacious days of Shakespeare and Drake.

The newspapers have discovered that their readers like to see things about the child, so all her doings are fully detailed. For a time several London newspapers made it a habit of having a daily story about the Princess. Now the Duke or Duchess of York have established not a palace, but a real home in Piccadilly, and they do not encourage gossip about their little girl.

#### Biography Already Written.

Another extraordinary sign of the immense interest the public has in the child is that all records have been broken in that, at the age of 4, a book of biography actually has been printed about her. A young lady, formerly attached to the household of the Duke and Duchess, has written it with the sanction of the royal pair. And there has been a very large sale to parents who want to read it to their own children.

In other ways the little girl has impinged upon public life. It would be a hopeless task to try to estimate how many girl babies in the last four years have been named Elizabeth because that is her name. Then, too, the other day a great institution was named for her—the Princess Elizabeth Hospital for Mothercraft Training. It is located in London, and the Duchess of York showed her appreciation of the compliment by formally opening the place.



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Betty Boyd is the latest Hollywood luminary to be married. She has just become the bride of C. H. Over, of Los Angeles, reputed heir to a large fortune.



# Here Are the New Styles in Yellow



I. before the war dresses favored flounces, and so will you when you slip into this yellow frock with its pleated all-around skirt

Wherever you go, whatever you do, you simply must know that yellow will be fashion's favorite color in the spring of '31



II. you can lose the match and still be a winner in this yellow chartreuse, which buttons up the front, gilet fashion.



III. you will come much nearer going around in par if you let this two-piece yellow sports suit brighten your golfing moments.



IV. this yellow tea-gown ties its fichu collar in an intriguing sash, quaint, but appropriate at candle-lighting time.

If your wardrobe begins to show a yellow streak, it is a lucky sign. Yellow promises to be the rage for early season wear, judging from the predominating place it holds in the southern resort clothes. And of course Palm Beach clothes are the things that are worn everywhere, just a little later!

Materials are quite as important as color, you will find. Spun rayon fabrics are now in the social register, and if you want to travel in good company, you will travel in them.

You can get the most beautifully "crunchy" spun silks, fluffly as wool, light as a feather and made with a charming low luster. If you have in mind golf, tennis, motoring or just tramping, these things will please you. Also, if you have in mind looking lovely in the office, a few yellow toys in this material will set you up, not only in your own estimation, but in that of others.

There are other weaves quite as enchanting. You can have sheer basket weaves, corded and flecked spun rayons that have the delicacy of chiffons with the backbone of organdy. And there are nobly and ribbed materials that will delight your feminine heart.

I. THIS is the time of year when you are apt to be wearing about the house much-worn and much-faded frocks from last summer. With new Palm Beach things in all the stores, why not brighten up your home hours and your family life with a new frock or two?

One of the sweetest of these little wearabout frocks is a sun yellow spun rayon fabric that has a little open work facings in it in floral design. It gives it a lacy look, and a sweet one.

This frock has several new style points that are well to watch. There is a pleated all-around flounce, like those worn before the war, and the advent of straight-line frock.

There is a pointed motif that tops the pocket and edges the arm holes in a new and charming manner. The banding around the neck has points around its outside, though a plain line at the neck.

II. IF you prefer your blouse over, rather than under your skirt, you will be interested in a nonchalant little tennis frock that wears its blouse this way.

It is a chartreuse yellow and brown epaule combination, its patent leather belt and the grosgrain ribbon and patent leather trim of its hat bring brown.

The skirt has pleats all around, widely spaced, and stitched well below the hips. The sleeveless blouse looks like a little gilet, with pearl buttons up its front, a wide facing at its neck and little tucks radiating from this facing. It has rounded front edges, a smart new note.

III. USEFUL for golf or work is the smart two-piece sports suit made of a basket weave rayon and cotton shantung in a new yellow tone that has a lot of gray in it and is flattering as can be to brunets.

This suit has a modified polo shirt tucked-in blouse, and you button it up the front with pearl buttons, as you do the skillfully-tailored skirt which has a fitted yoke and double box pleats at the side of both the front and the back panels.

A hat of bangkok is the same new yellow, with a touch of off-black in its velvet trim.

This is really a new shirtwaist suit because its blouse is made fast to the skirt at the belt line and then a separate belt fastened to cover it. It is the type of frock that we will see more and more of as the season rushes along.

IV. PLAY clothes grow more important in this social life that winter has increased. Every one of you probably would welcome another tea frock of some kind, the type of "little dress" you could wear to a tea-dance at a hotel.

One that has charming simplicity and real beauty is a pastel yellow miracle, a transparent rayon crepe with a lacy stripe in it that adds festive appeal.

This yellow tea dress is quaint in its simplicity, but very modern in its beauty. It has the new double flounced skirt, each flounce headed by a ruching of self-material.

There is a fichu collar that crosses, in the manner of Priscilla's day, and ties in the back in a sash.

In the front of the V that the fichu makes at the neckline, there is a little nosegay and loop of dark brown ribbon and two little flowers, one the color of the dress, the other a delectable pink.

Under the crown of the brown hat are two of the same flowers, making a costume of the little frock.

If you are going south, you will want and need all of these costumes. If you are staying home, look them over and, with an eye to the future, add one or two to your wardrobe while the getting is good.

V. SINCE first thoughts of spring bring to mind leisure moments, you may want to consider pajama suits.

A lovely new golden beige suit is made of a pebbly spun rayon that is non-crushable. The trousers fit the hips very snugly and have broad lower widths. They fasten onto a sun-back blouse of yellow beige and soft blue striped silk.

The coat is hip-length, tailored semi-fitted, with patch pockets lined with the blouse's stripes. Atop it is a Vaille beach hat banded in the blue and golden beige of the suit, a charming color scheme against sands.

The vogue for pajamas is proving a lasting one, due partly to the fact that they are serviceable, but even more so, to the rather intriguing audacity which they give to their wearers. No matter which skirt era, the short or the long, was most becoming to a woman, she finds that pajama styles are flattering.

Rayon is especially desirable for pajamas, as it will not muss, no matter how much you sit around the beach, or how many games you enter during the morning hours. You will be just as fresh for lunch, in case you haven't time to change, as though you stepped out of your room when the clock struck one.

Rayon also has a sheen which has an attractive effect upon its colors. When it comes in gold it is a little dazzling. Blue, which is used as a decorative color, helps to tone down the glamour, adding a distinctly feminine touch at the same time. Sun-back blouses continue to be the style, and here again the color is in harmony with a sun-tinted skin.

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V. don't believe it when they tell you that everything which glitters is not gold... for this lounging pajama suit is golden beige and it glitters a-plenty.



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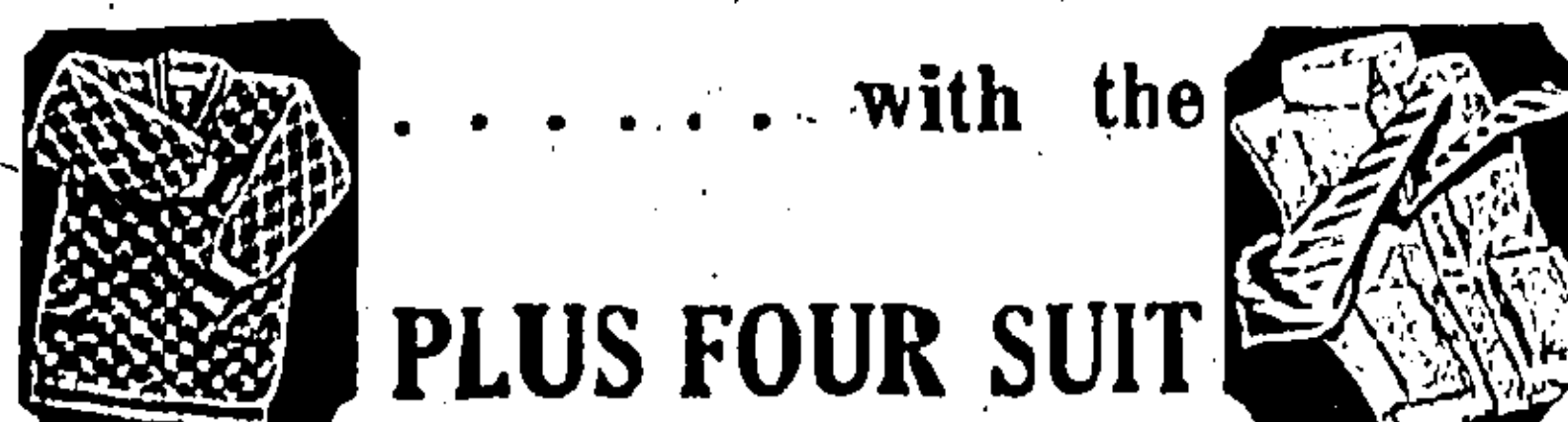
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## Pictorial Supplement

February 7th, 1931.

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Pau Ka-ping, the Chinese goal-keeper, is here seen taking charge of the Lal Wah Cup after it had been presented on Saturday by Mrs. R. H. Kotewall, who is seen with bouquet. (Photo: Mee Cheung).



His Excellency Governor interested in a first-aid demonstration at the annual inspection of the St. John Ambulance Brigade at Caroline Hill. (Photo: A. Fong).



Little students of the Italian Convent are here shown in one of the items in the concert which they gave at the annual distribution of prizes recently. (Photo: Mee Cheung).



Characters in the operetta, "The Five Continents," which was one of the features of the concert given by pupils of the Italian Convent School at the annual prize-giving. (Photo: Mee Cheung).



Fair members of the cast of "Shanghai Lights," an entertaining musical comedy to be produced by the Shanghai A.D.C. in the New Lyceum Theatre shortly. Left to right: Miss Violet Richards, Mrs. B. Harvey, Miss Beth Smith Wright, Miss Ann Watson, Miss Phyl Wallwork, Miss Rosemary Taylor, Miss Hilda Walters, Miss Doris Landers, Miss Agnes Gilmour, Miss Millicent Mason, Mrs. Carol Bateman, and Miss Phyllis Gray.



Members of the cast of "Shanghai Lights" to be produced shortly by the A.D.C. at the new Lyceum Theatre. Left to right: Messrs. J. H. O'Grady, E. Smith Wright, W. A. Scott, W. Baumann, E. C. Ineson, L. M. Bell, K. O. Boyd, J. D. Fyfe, and F. E. Mann.

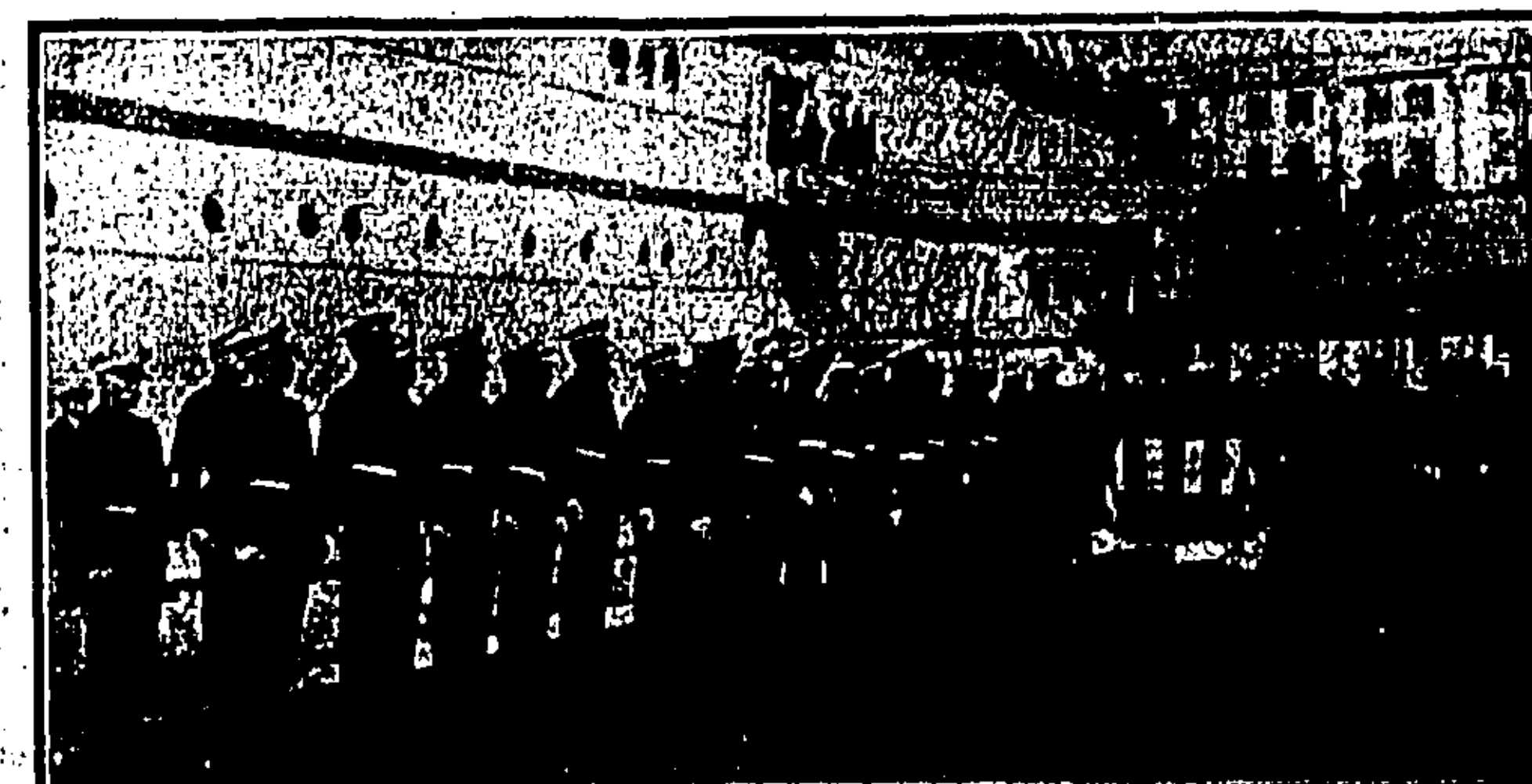


Photo shows the remains of Captain A. K. Schoop, Commander of the U.S. Naval Patrol in South China, who died at the Royal Naval Hospital, Hongkong, being taken aboard the s.s. President Jackson for shipment to America, where the interment will take place. (Photo: Mee Cheung).

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